



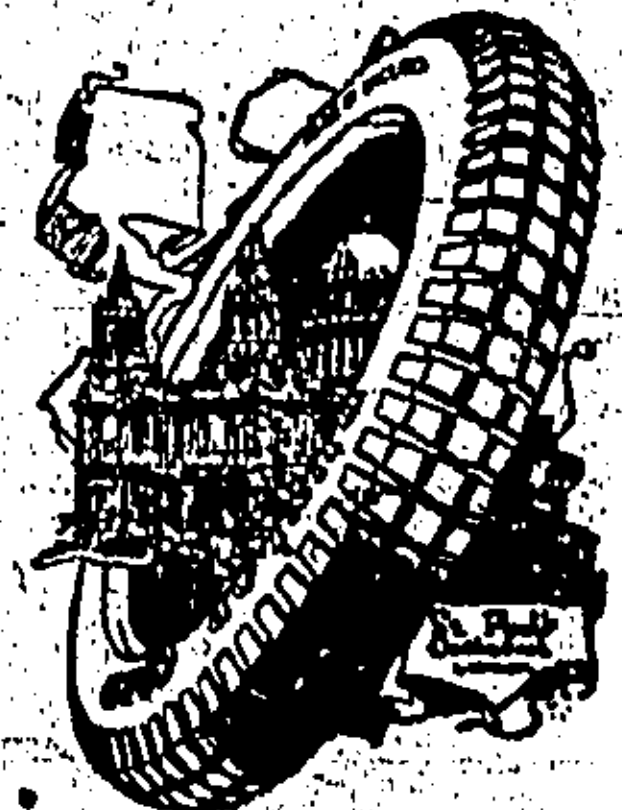
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# China Mail

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TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1s. 0d.



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HONG KONG, THURSDAY, JULY 9, 1931.

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## DAILY MAIL OPENS NAVAL FUND.

In Aid of Wife of Poseidon Hero.  
HEADED BY £100.

London, Yesterday. The Daily Mail has opened a National shilling fund for the wife of Petty Officer Willis, of the ill-fated submarine Poseidon, and is heading the list with a preliminary subscription of £100.—Reuter.

### Colony's Fund.

At a meeting of the Committee of the Hong Kong branch of the Navy League, it was decided to remit the amount collected on behalf of the Poseidon Fund to the Royal Naval Benevolent Trust, London, by cable.

The sum available is \$50,216.90, which, at exchange 1/0. 11/16d., less stamp duty, equals £2,645 3s. 3d.

The R.N.B.T. has been requested to pay immediately to the widow or next-of-kin of each of those who lost their lives in the disaster the sum of £20, as a gift from the subscribers to the Hong Kong Navy League Fund, the balance to be administered for the benefit of the dependants by the R.N.B.T. at their discretion. Any further sums received will, of course, also be sent to the R.N.B.T.

## ANOMALIES OF THE DOLE.

Miss Bondfield Moves Second Reading of Bill OSWALD COMES BACK.

Rugby, Yesterday. In the House of Commons to-day the Minister of Labour, Miss Bondfield, moved the second reading of a Bill based on the recommendations of the Royal Commission on Unemployment Insurance with regard to the "anomalies" in the present administration, particularly affecting four categories—casual and short-time workers, seasonal workers, intermittent workers and married women.

The Bill sets up an advisory committee with power to issue stipulations. The Government actuary estimated that the amount involved was roughly £5,000,000.

Major Elliott, while critical of the Bill, indicated that it would have Conservative support as a step in the direction of the reform they desired. Special interest attaches to the debate in view of a motion for rejection tabled by six left wing members of the Labour Party and the Mosley group respectively.

To-day for the first time Sir Oswald Mosley and his followers took their places on the opposition benches. The Debate is proceeding.—British Wireless Service.

## GOVERNMENT AID FOR MAURITIUS.

Commission to Help Balance the Budget.

### BURDEN ON RAILWAYS.

Rugby, Yesterday. In the House of Commons to-day Dr. Drummond Shiels, Under-Secretary for the Colonies, announced that the Commission which is to investigate the financial position of Mauritius in the light of the Colony's economic resources, would consist of Sir Ivo Elliott, of the Indian Civil Service, as Chairman, and Mr. G. Loughman, of the Home Civil Service.

The Commission will advise as to the measures necessary to reduce expenditure, and increase local revenue to balance the Budget without loss of administrative efficiency or risk of prejudicing future development, and measures to reduce the burden on the general revenue of Government Railways.

It will report also on the financial and economic desirability of completing the railway electrification schemes in progress and of undertaking other development schemes.—British Wireless Service.

## PRISONER TELLS HIS STORY.

Evidence at Murder Re-Trial.  
"CITY LIGHTS."

The case for the defence was opened in the trial at the Assizes, this morning, of Wong Cheung, alias Wong Sik-cheung, for the murder of Kau Shuk in Yaumatei on April 1.

Mr. F. C. Jenkin called prisoner to give evidence on his own behalf. Witness said that he was not on good terms with his father, in fact, he was in a constant state of animosity with him.

You have heard your brother say upon one occasion a visitor had to intervene with your father to prevent him doing you violence?—Yes.

Is that true?—Yes. As regards Kau Shuk, did you ever know him before he came to the house?—I knew nothing about him. I had nothing to do with him whilst he stayed there. I was at meals with him. That was all.

Then you had no quarrel with him?—None at all. Nor any grudge?—None whatever.

Two Questions and Answers. Witness went on to describe what he did on the night of the affair. He was awakened by cries of "Save Life." He then got out of bed and saw Kau Shuk with blood on his face. Looking again, he saw Wong Kan, standing behind Kau Shuk with his arms around the man's body.

What did you do?—I walked across the "teng."

I stood at the corner of the bunk. Then I heard the woman Lai Shut-hing's voice crying out: "What's the matter?" Wong Kan replied: "Keep quiet. Don't make a noise."

Your father said nothing to you?—No.

Then what happened?—The light went out. My wife got up and she called out to see what was wrong. Wong Kan told her to keep quiet. My wife then ran out into the passage. When Kau Shuk was pushed up against the corner of the bunk I ran out also. When you did that the lights were out?—Completely.

Intimidation? Witness said he went down the passage as far as the partition of the second cubicle. He stayed there about fifteen minutes. Then he went back to the "teng" at his father's request.

His father asked him to help to carry a sack.

Why did you help him?—I was forced to do so. My father made me do it.

Witness also said that after the affair, when he returned from his work, he heard his grandmother tell the small boy to go to school.

In cross-examination, witness said he knew nothing of Kau Shuk. He did not even ask why he had come to the house to stay. He was not at all curious about Kau Shuk's arrival.

Mr. Fitzroy asked why, if witness was on bad terms with his father, he lived in the same house?—Witness said that he had to look after his grandmother. She had advised him not to quarrel with his father, and to allow him to live there.

### A Rare Case.

As regards his statement under examination that his and his wife's earnings were handed over to his father, Mr. Fitzroy asked who bought the food in the house. Witness said that his wife did. His father gave her the money.

That is a rather curious state of affairs, isn't it?—Yes, it is very rare.

Witness added that his grandmother was head of the family, and he acted under her advice.

Mr. Fitzroy then asked witness what time he came in on the night in question. Witness replied at about 10.45 p.m.

When you came in, the lights were out?—Yes.

But you could see the "teng" clearly?—Yes. There are lights from a cinema at that time.

The cinema is in Jordan Road, a rather long way off?—Yes, but there are a lot of windows in the house, and the light reflects along the way.

## CALLED OVERSEER A "COOLIE."

Strange Behaviour of Indian Guard. ALLEGED ASSAULT.

Jagat Singh, guard of the Asiatic Petroleum Company (S.C.), Ltd., appeared in the Central Police Court this morning before Mr. Schofield, charged as follows:—(a) assaulting Sub-inspector H. E. Rogers, on the Shaukiwan Road, and (b) disorderly conduct, whereby a breach of the peace may have been caused at Bay View Police Station. Singh pleaded "Not Guilty."

Giving evidence Sub-inspector Rogers said that he was on charge-room duty at 12.15 p.m. yesterday when Mr. Frank Elliott, overseer at the A.P.C. North Point Installation, came to the Station and reported that an Indian guard had disobeyed orders by refusing to stand at the main gate. Accompanied by Mr. Elliott, the Inspector went to the A.P.C. and saw the accused at the gate.

After questioning the Indian as to what was the trouble, he told accused that he would have to obey orders.

"A Coolie." If the accused had been told to walk up and down at the main gate, then he would have to obey that order. Accused referred to Mr. Elliott as a "coolie" and said that if a "coolie" could sit down then he (accused) had every right to do so.

"Without any provocation," said witness, "he turned round and gripped me with his right hand on the left side of my neck. I managed to extricate myself, but somehow, accused grabbed hold of my tunic and tore the right shoulder." It took himself, Mr. Elliott, and a Chinese constable to overpower the Indian.

Witness said he took him to Bay View Police Station. In the charge room, the accused spoke in foul terms for about an hour and a half, and then quietened down.

Eyes Very Red.

Witness, replying to his Worship, said that accused might have been drinking, but he could not testify to that; his eyes were very red. The damage done to the tunic amounted to \$6.

Questioned by accused, Inspector Rogers admitted having taken hold of his hair, but that was during the struggle.

His Worship adjourned the hearing at this stage, and granted accused bail in the sum of \$250.

## ARMED ROBBERS ON BORDER.

Score Invade a Chinese House. THREE MEN KIDNAPPED.

An alarming armed robbery, which involved a number of assaults took place early this morning at Kung Sing village, Sheung Shui, which is situated almost on the border of Chinese territory and the New Territories.

Sau Sze, (39), a married woman, has reported that at 12.30 this morning, about 20 armed robbers, all dressed in black Chinese clothing, entered her house, which is situated in a fruit garden, and proceeded to ransack the place. They were all armed with rifles and revolvers.

After a methodical clean-up they departed with "jewellery" to the value of \$2,650. They also kidnapped three male members of the household.

After they had departed the alarm was raised, and throughout the morning, extensive investigations were made by the Police, all the roads being strictly guarded.

There seems to be little doubt that the robbers made their way back over the border into Chinese territory.

Approximately 6,000 students are now enrolled in the correspondence courses instituted last year by the Saskatchewan Department of Education. Five thousand of the enrollees are from rural districts.

These correspondence courses are arranged to supplement the work being done in the elementary and secondary schools of Saskatchewan.

When the correspondence courses are completed, the students will be able to take up a course of study in any of the various branches of knowledge.

It is stated that the State Department that "wholehearted acceptance" will be despatched in a few days.—Reuter's American Service.

## TIN RESTRICTION.

Control Scheme to Be Adhered to.

SIAM'S QUOTA.

London, Yesterday. The International Tin Committee announced that the Government of Siam has decided to adhere to the tin control scheme with effect from September 1st.

The Siam quota will be 10,000 long tons yearly.

## LARGE LOAN SOUGHT.

GERMANY FACES A CRISIS. STOCK EXCHANGE SCEPTICISM.

Berlin, Yesterday. The Government has issued a decree, signed by President von Hindenburg and the Ministers of Finance and Economics, validating the agreement between the Reichsbank and banking and industrial concerns for gold marks credit.

The decree is being enforced immediately and is intended to strengthen the Reichsbank in the negotiations with British and American Banks for a large loan which must be forthcoming before July 15 in order to avert a financial collapse, for then the \$100,000,000 credit which saved the Reichsbank last week, lapses and other heavy payments must be met.

Stock Exchange scepticism of the efficiency of the guarantee offer is indicated by falls in many quotations up to eight points.—Reuter.

## SLUMP ON BERLIN BOURSE.

Caused by Failure of Big Wool Company. LOSS OF 200,000,000 MARKS.

Berlin, Yesterday. Something more substantial than "sentiment" accounted for a slump on the Bourse to-day, namely, confirmation of the collapse of the Norddeutsche Wool Company with a total loss of 200,000,000 marks.—Reuter.

## EMPIRE SURVEYORS IN CONGRESS.

Conference Opens at the Colonial Office. COLONIES REPRESENTED.

London, Yesterday. Representatives of many Colonies, Protectorates, Mandated Territories, certain Dominions, and India, also prominent survey experts in Great Britain, are attending the second conference of Empire Survey Officers, which opened at the Colonial Office to-day and is extending to July 28.

Lord Passfield welcomed the delegates and Mr. W. G. Fairweather, Director of Surveys, North Rhodesia, replied.—Reuter.

## GENEVA INVITES UNITED STATES.

Cordial Acceptance to Be Despatched. DISARMAMENT PARLEY.

Washington, Yesterday. The United States Government has received an invitation from the League of Nations to participate in the disarmament conference at Geneva in February.

It is stated by the State Department that "wholehearted acceptance" will be despatched in a few days.—Reuter's American Service.

## BUY EMPIRE GOODS.

Effect of "Sales Drive" in Lancashire. INCREASED PURCHASES.

Rugby, Yesterday. The report of the Empire Marketing Board, just issued, records an increased buying of Empire products in Great Britain, which is attributed in part to the greater scientific attention by producers to grading and orderly marketing.

Two hundred local authorities have responded to the Board's suggestions to increase Empire purchases. The "sales drive" in support of Home and Empire produce in Lancashire is reported to have resulted in 2,000 more tons in the last week.

Empire produce.—British Wireless Service.

## TERRIBLE TALES OF ATROCITIES.

Korean Outrages on Chinese. AGITATORS ACTIVE.

Peking, Yesterday. Anti-Korean feeling is running high at Changchun where the Chinese are organising public meetings and agitators are inciting them to violence against Korean residents.

The situation is considered grave. General Chang Tso-hsiang has arrived to interview Chang Hsueh-liang on the situation. Meanwhile representatives have been sent to Wanpaoshan to investigate the damage done by Koreans to property.

Chinese allege that the riots are in connection with a Korean plot to force the 300,000 Chinese merchants and farmers out of Korea.

Refugees relate terrible stories of atrocities, and allege that no attempt was made by police to quell the outbreaks until hundreds of Chinese had been killed or injured.

The Nanking Note to Tokyo demands compensation and an assurance against a repetition of the incidents.

Generally speaking the Korean situation is quieter. Though incendiary is rampant at Chinampo, the Pingyang situation is now under control. Official figures as to casualties there show that 88 Chinese, including nine women, were killed and 102 seriously injured. One Korean was killed and seven injured.

Three hundred Koreans have been arrested and 50 formally prosecuted.

Chinese refugees are pouring in from Antung where numerous clashes between Chinese and Koreans have occurred. The Selyukai blame the Government's "weakened policy" toward China as the cause of the Korean Wanpaoshan affair, which aroused Korean resentment and caused the riots.—Reuter.

## TROUBLE ON A STEAMER.

Chief Officer Not in Court. AMERICAN DISCHARGED.

An unemployed American seaman named Edward Leo Baker (24), whose last ship is given as the s.s. Tacoma, of the United States, was this morning charged before Comdr. J. B. Newell, in the Marine Court, with boarding the American s.s. Michigan without permission.

The complaint was Chief Officer Ralph Burns, of the s.s. Michigan, who was not present in Court. The accused admitted the charge, but Sergeant Morris, of the Water Police, applied for the case to be withdrawn and the accused was accordingly discharged.

It is understood that Baker went on board the s.s. Michigan at about 1 o'clock this morning and created a disturbance. He was handed over to the Water Police by Chief Officer Burns.

Baker was detained in Police custody following his discharge by the Marine Magistrate. It is learned that he is to be taken before the Magistrate at the Royal Police Court to-morrow and charged with being a vagrant with no means of subsistence, with the view of having him committed to the House of Detention pending arrangements for his repatriation.

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Empire produce.—British Wireless Service.

## EXPERTS TO MEET.

U.S. to Send Observer to London. MORATORIUM PLAN.

Washington, Yesterday. Mr. Castle, Acting Secretary of State, has announced that the United States Government is sending an observer to next week's meeting of experts in London to discuss the technical aspects of the Moratorium.—Reuter's American Service.

Common Action. Rugby, Yesterday. Three main points for investigation by the experts involve matters which do not directly concern the United States Government, namely, firstly the demand for common action by the principal Central Banks through the Bank of International Settlements to organise assistance for European countries particularly in regard to deliveries in kind, and, secondly, to reconcile the actual needs with the spirit of President Hoover's proposal.

On completion of the work by experts a conference of Ministers will be called, but no date has yet been fixed for such meeting.—British Wireless Service.

Earlier News. Rugby, Yesterday. Discussions with the French Government regarding the projected meeting in London of experts of the Governments of the Powers which are parties to the Young Plan, are proceeding. It will be the duty of these experts to examine the matters upon which the observations of the French Government were attached to the announcement of an agreement with America on President Hoover's proposed war debts holiday.

While it is recognised in Paris that a conference of Ministers must follow the meeting of experts, a final reply from the French Government is awaited before the dates and other details can be arranged. Meanwhile, the view is expressed in Paris that the suggested period of one week may prove insufficient for the experts to complete their task.

The general satisfaction expressed when the first news of the favourable result of the Franco-American negotiations was received, is reflected in to-day's newspaper comment.

The Times in an editorial heading says that the hope inspired by the French acceptance should enable German credit, which during the week-end found itself almost at the end of its tether, to turn the corner, and though the period of recovery must be slow there is no reason why the collapse which was threatening should not be averted.

"For whatever outstanding difficulties still remain to be settled between the various signatories to the Young Plan on the details of the proposed moratorium, the French Government have conceded the paramount principle of complete relief for Germany from reparation payments for twelve months, which it was the object of President Hoover to secure. In comparison with this all important concession reservations are of secondary importance."

Referring to the French observations on the guarantee fund, the Times says:—"It is clear that Mr. Hoover's proposals lie wholly outside the scope of the Young Plan, and under the agreement France has obtained express recognition, implied in the arrangements made for repayment of the suspended unconditional annuity, that her juridical rights under the plan are in no way defeated by this holiday. It is difficult, therefore, to see on what grounds she is now demanding modification of the rights of other creditor Powers. As to the amount of deliveries in kind, owing to the complicated nature of the subject a conference of experts appears to be inevitable, but it is essential that, whatever technical details may ultimately be agreed upon, the temporary burden of financing these deliveries should be lifted from the shoulders of the German Government. The precarious situation of German credit renders prompt agreement on this point absolutely necessary."

The Morning Post says everybody will cordially endorse the suggestion that the Franco-American agreement should be a genuine reduction in armaments.—British Wireless Service.

## INTERNATIONAL LABOUR.

Mr. Moodaliyar's Geneva Outburst Against Raj. WORKERS' DELEGATE.

Geneva, June 18. An outburst against the Government of India was made by Mr. Moodaliyar, the Indian workers' delegate, at the International Labour Conference, on the occasion of the discussion on a questionnaire to be sent to Governments regarding the age of admission of children to non-industrial occupations.

Mr. Moodaliyar said that no serious attempt had been made by the Government of India to impart to the Indian child the benefits of compulsory elementary education, while the death-rate among children owing to the prevailing ignorance of modern hygiene, was one in three.

He added that helpless children, aged from five to six years, were employed at roughly two pence a day in the manufacture of cigars, and were forced to work 10 to 14 hours a day in dark and unventilated hovels.

He also referred to the scandal of the native ships (sic) industry. The Indian Government representative hotly rebutted the charges and declared that the Conference was not the proper place to ventilate such grievances.

## PARASITES IN RUSSIAN BUTTER.

A Stranger Discovered in Cambridgeshire. OF ASIATIC ORIGIN.

"Do parasites breed in a mare's nest?" inquired Commander Kenworthy in the House of Commons when Conservative members called the Minister of Health's attention to the discovery of a parasite in a sample of Russian butter purchased in Cambridgeshire. It had been reported at a meeting of the Council of the Royal Agricultural Society that the parasite in question was of Asiatic origin and had evidently come from the Eastern borders of Russia and the view was expressed that the incident strengthened the demand for making an order for imported butter. In response to the Conservative invitation to declare what steps are to be proposed the Health Minister, Mr. Greenwood, assured the House that action will be taken, but when Sir N. Grattan-Doyle proceeded to stress the seriousness of the occurrence Mr. Greenwood retorted that he did not know that one dead parasite would cause much harm to anyone.

## COAL MINES BILL.

Measure Receives Royal Assent. SEVEN HOURS' DAY.

Rugby, Yesterday. The Coal Mines Bill, introduced by the Government to deal with the situation arising from the expiry to-morrow of the period allowed by the previous legislation before the seven hours' day became compulsory, was passed through all stages in the House of Lords to-day and received the Royal Assent. The Bill stabilises the existing agreement for one year.—British Wireless Service.

The Daily Herald says:—"The Hoover plan is now in force. That is the great achievement; but it is not enough. It gains one year. This year must be used not only for reconsideration of the whole debt problem, but for wide measures of financial reform. Above all, it must be used for a genuine reduction in armaments."—British Wireless Service.



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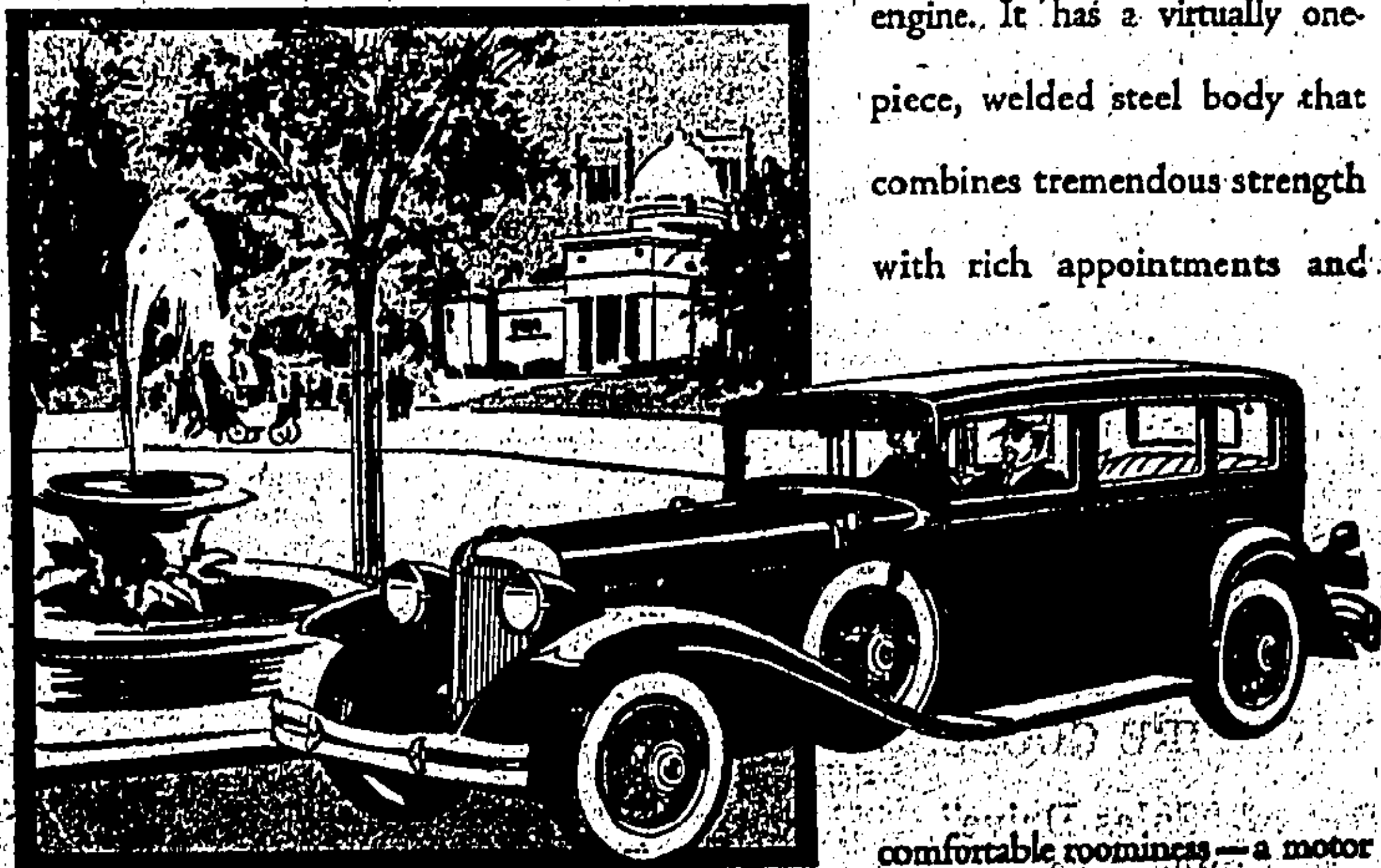
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### MORE LAND.

#### How Ford Is Forging Ahead.

Further evidence of the Ford Motor Company's faith in the general business recovery is seen in the company's acquisition of an additional 33 acres adjoining its Long Beach, California, assembly plant opened last April.

A few months after the Long Beach branch was opened, the company decided to undertake manufacturing of the west coast and accordingly, construction of a pressed steel plant for the production of fenders and other sheet metal parts was ordered. Machinery is now being installed in this new unit which, it is expected, will be placed in operation this month.

Directly east of the present holdings and rounding them out, the new tract nearly doubles the company's acreage at Long Beach. Officials of the company, in announcing completion of the purchase, pointed out the additional acreage will permit future extension of manufacturing and assembly operations on the west coast as needed.

Operated at its capacity of 400 cars daily, the present Los Angeles-Long Beach plant with its huge buildings and docks and the new pressed steel unit, comprising an aggregate floor space of 400,000 square feet, will give employment to approximately 2,500 men.

### STREET SAFETY.

#### Contest Arouses Much Interest.

Closing of the Tenth National Street and Highway Safety Campaign, conducted in elementary schools throughout the United States by the Highway Education Board, was marked by the announcement in Washington that more than 700,000 pupils as well as thousands of teachers had participated. The campaign is carried out in public and private schools throughout the nation and its territorial possessions and is open to pupils between the ages of 10 and 14 years, and to all elementary school teachers. Prizes aggregating \$6,500 are offered to successful competitors and these have added much to the interest aroused.

#### Strong Backing.

Since the inauguration of this annual safety project in the school year 1921-22, it has had the backing of the National Automobile Chamber of Commerce, an association of automobile manufacturers, as well as the active co-operation of state, municipal and other school authorities who assist in every way possible in making the campaign successful. Each year has witnessed an increase in the number of participants, 200,000 pupils taking part in the first campaign, and this number growing by approximately 50,000 each succeeding year.

That safety education in the schools has achieved remarkable results in the United States has now become a self-evident fact, and those who originally opposed the incorporation of safety instruction in the curricula of the schools are now ardent supporters of this spreading movement. The proportion of fatal automobile accidents involving school children during the past ten years has shown a steady decrease as compared to the total number of such fatalities, while in the year 1928 the number of child fatalities was actually decreased as compared to 1927.

#### Effective Results.

Another outstanding comparison showing the effective results of safety education is obtained by examination of the records for 1922 and those of 1930. These show that the annual number of automobile fatalities to adults during the latter year had increased by almost 250 per cent. above the number in 1922, while the number of child fatalities showed an increase of but slightly more than 25 per cent. over the former year.

The campaign itself is divided into two contests, an essay competition for pupils who are required to write an essay of 500 words on a given topic relating to street and highway safety, and a lesson contest for teachers who submit lessons stressing a particular phase of highway safety. First, second and third prizes are provided for each state in the essay contest and subsequently, the best essays are entered in a national competition in which three prizes are awarded. First is a trip to Washington, the national capital, with all expenses paid, at which time the winner is presented with a gold watch. Second and third prizes consist of gold watches.

In the safety lesson contest for teachers, certificates of honour are awarded to those submitting the best lesson in each state and their papers are then entered in a national competition in which first prize is also a trip to Washington, but instead of receiving a gold watch the teacher is presented with a cheque for \$500. Second and third prizes consist of cheques for \$300 and \$200 respectively. These substantial prizes have aroused a keen interest in the campaign and the number of competitors each year has increased steadily.

#### Allocation of Prizes.

All prizes in the campaign are donated by the National Automobile Chamber of Commerce. The total number of State prizes for pupils during the campaign just closed aggregated 430, being distributed according to the school population of the various states. Each State is entitled to one first prize, consisting of a gold medal and cheque for \$15; one second prize consisting of a silver medal and a cheque for \$10; and at least one third prize, consisting of a bronze medal and a cheque for \$5. Some of the smaller States have been allotted but one third prize, but such States as New York and others having large

### FINE CARS.

#### Cadillac Presents Its Family of Four.

In presenting its distinguished family of four fine cars this year, Cadillac is offering one entirely new car, two that have been highly refined, and a fourth whose elegance is the talk of the industry.

The Cadillac V-12 reflects Cadillac engineering and manufacturing leadership in a new example of multi-cylinder motoring. The Cadillac V-Eight and the La Salle V-Eight have been refined and restyled to the dictates of a new year; and the majestic V-16 returns to affirm its claim as the aristocrat of motoring.

Sixty-three body types, revealing the choicest artistry of Fisher and Fleetwood craftsmen, comprise the four lines.

Newer conceptions of body styling are attractively expressed in the Cadillac V-Eight and V-12. Bodies of these cars are lower, more graceful and suggest a greater fleetness. The V-16 and the La Salle V-Eight adhere closely to the contours which have made them signally popular.

Performance of both the La Salle and the Cadillac Eight has been notably improved. The size of the engine in the former has been enlarged, while the weight of the latter has been reduced. Thus the ratio of horse-power to weight has been heightened in both cars, with resultant increase in the motoring satisfaction which they render.

Mechanically, the V-12 is virtually a duplicate of the V-16 except that it is a shorter car and powered with a 12-cylinder engine. As such, it inherits many of the remarkable features pioneered by the V-16. Among these are automatic valve silencers, thermostatically controlled crankcase ventilation, two individual carburetors controlled in unison by a single accelerator, harmonised steering, and safety-mechanical brakes supplemented by a vacuum brake assist.

### RUST PREVENTION.

#### New Treatment by Ford Company.

Taking another step in the prevention of rust, the Ford Motor Company is now Bonderising the wheels, fenders and other parts of the Ford car and truck that are most likely to be scratched or marred. The exposed metal parts of the Ford car are made of rustless steel which not only will not rust but which is immune to tarnish or blemish.

No matter what kind of a finish a motor car has there is always the possibility of the enamel being scratched. Often this happens while the car is parked.

When the surface is scratched and the bare metal is exposed it rusts. Furthermore, the rust acts as a wedge and creeps under the enamel causing it to peel. Consequently the car soon takes on a shabby appearance.

In the manufacture of the Ford car, the wheels, fenders, running board shields and front splash pans are now treated with Bonderite, a treatment to diminish rusting, before they are assembled. If the enamel should be scratched even to such an extent as to expose the raw steel, this treatment will prevent the growth of rust.

### FORDS IN BERLIN.

The Ford car has taken the lead over all others in Berlin, including German-made automobiles, according to sales reports received by the Ford Motor Company. The Ford overtook its nearest competitor, a German car, in October. It continued the lead in November. In Berlin and in Germany as a whole, more Ford trucks are sold than any other make.

Numbers of school children, receive a greater number of third prizes. Papers and manuscripts submitted in the State competitions are generally graded by the chief educational official of the State, or committees appointed by these officials. The winning papers are then sent to the Highway Education Board and the national judges are named. These judges are persons of national reputation and generally are chosen from among educators, business men and government officials. National winners are brought to Washington during the Summer immediately upon the closing of schools.

### SAFETY GLASS.

#### Lessens Annual Toll of Injuries.

(By L. A. Miller, President of Willys-Overland, Inc.)

For many years the burden of providing safety in motor cars rested largely with the motorist but the past few years have seen the automobile manufacturer going to extraordinary means to give the driver and passenger the utmost safety in travel.

For example, the adoption of four-wheel brakes has entirely replaced the two-wheel type with a result that the driver is enabled to drive at greater speeds, yet at all times have his car under absolute control in the event a sudden stop is required to avoid an accident.

The low centre of gravity of the modern motor car is another factor which has provided additional driving safety.

But it is doubtful if any safety device can be compared with the use of non-shatterable glass, which is a distinguishing mark of the modern car. Making this type of safety glass available represents a new kind of insurance that absolutely protects the driver against injury from flying glass fragments.

Consideration of the tremendous national death and accident toll in motor vehicle accidents and the large percentage of those that are injured from flying glass in such accidents, gives dramatic proof of the importance of this addition to personal safety.

Surveys that have been conducted by insurance companies and inquiries at receiving wards in numerous hospitals disclose that more than 80 per cent. of all persons injured in motor accidents receive their wounds from shattered or flying glass. This means that if all motor cars were completely equipped in windshield and all windows with safety glass, the toll of injured would be reduced to 40 per cent. of the present number.

More than 32,000 persons met death through motor vehicle accidents in 1930, while those injured in that same period fell just short of one million. Of those fatally injured, many met their death through cuts suffered from flying glass.

And the car buying public is demanding this type of protection. This is evident in our own sales of 1931 Willys and Willys-Knight cars. These new models were introduced in January with safety glass available in windshields and all windows of every model from the highest to the lowest price, at slight extra cost. Our initial shipments were 50-50 safety glass and plate but to-day our shipments run more than 80 per cent. safety glass and only 20 per cent. plate. Judging by this trend, it will be but a short time when 100 per cent. of our output will be equipped with safety glass.

### STUDEBAKER SIX.

#### Indication of Trade Improvement.

Indicative of the improvement in general business conditions in countries outside the United States is the announcement by the Studebaker Pierce Arrow Export Corporation that April shipments of Studebaker Free Wheeling passenger cars and Studebaker trucks to distributors exceeded shipments for any 80-day period since June, 1929. This is the sixth month that shipments have exceeded the figures of the preceding month, according to Arvid L. Frank, sales manager of the Corporation.

A continued improvement in business is expected, Mr. Frank said. The past increases are accounted for by the unprecedented popularity in world markets of Studebaker's three Free Wheeling models and the New Studebaker Six, as well as by the growing demand for the 1-1/2 and 2-ton trucks. The Studebaker Six is the world's lowest priced Free Wheeling car.

With continued normal demand, it is expected that exports of Studebaker Free Wheeling passenger cars and trucks will reach and maintain constantly higher levels. Mr. Frank pointed out, "The enthusiastic acceptance of our 1931 models in both the passenger car and truck lines substantiates our highest expectations and augurs well for future business."

### SPEED RECORDS.

#### Set by the Willys Six Cars.

Flashing over a measured course on Murco, Dry Lake, California, a Willys Six Roadster has established five new Class C American stock car speed records. These new speed records add to the other impressive records established by this low priced six, which include mountain climbs and power tests as well as speed marks.

With Eddie Hearn at the wheel, and the tests officially observed and electrically timed by representatives of the A.A.A., the Willys Six Roadster set new records for a mile with standing start; mile with a flying start; one kilometre, both standing and flying starts; one mile in second gear from flying start.

With a flying start the car covered a mile in 50.925 seconds, an average 70.692 miles an hour; from a standing start it set a record of a mile in 61.66 seconds, averaging 58.479 miles an hour.

Over a course of one kilometre with a flying start it established a new record of 32.225 seconds, averaging 69.416 miles an hour; from a standing start it was clocked at 42.17 seconds, equivalent to a speed of 53.045 miles an hour.

The fifth record established, which stands as a tribute to the car's flashing second gear performance, was a second gear run over a mile course. In this test the Willys Six was timed at 66.90 seconds, averaging 53.812 miles an hour.

To equalize, because of wind resistance and wind aid, it is necessary, under A.A.A. rules, to cover the course in opposite directions and the average speed is computed and credited to the car.

The Willys Six made its fastest trip, northbound, with a speed of 72.727 miles an hour. The fastest southbound speed was 68.768 miles an hour.

Prior to the run the car was torn down, measured and examined by officials of the A.A.A. to make certain that it was a strictly stock model, the requirements of that organization being that such cars must be exact duplicates of the automobiles sold to the general public. No changes, devices or equipment to increase speed or power are permitted.

The car that set the latest speed records is a duplicate of the Willys Sixes that won first and second places in the annual Pike's Peak hill climb; broke the record for climbing Mt. Baldy; captured first and second places in the annual mountain race from Mexico City to Puebla, covering the 75.3 miles in 75 minutes; travelled 301 1/2 miles from Denver to Casper, Wyo., in 284 minutes averaging 63.07 miles an hour.



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Motor Cycles  
&  
Bicycles.**

Apply to the Agents

**SINCERE'S**



## COMMON GREASES, MOSTLY SOAP

## A MENACE TO AUTOMOBILE.

## Take Care to Get Reliable Chassis Lubricant.

[By Frank B. Killian, Chief Automotive Engineer, Vacuum Oil Co.]

Soap has only one proper function in connection with the operation of an automobile, and that is, to be used in washing the car. Yet many a motorist has a large quantity of soap, coloured with light oil and sold as common yellow grease, introduced into delicate working parts of his car every year.

He should no more think of lubricating important parts of his car with these substances than with ordinary laundry soap. But every time he drives into a service station and subjects his car to "just a shot of grease," he runs this risk.

## How Cars Grow Old.

There is only one practical way to be safe, and that is to insist on a suitable lubricant manufactured by some experienced and reliable maker, such as Mobilgrease, specifically made for the part of the car in which it is to be employed, and containing a very high proportion of oil especially designed and manufactured for the work it has to do.

Squeaks and rattles are the first sign that a car is getting old. They come from the chassis parts, yet the average automobile operator pays little attention to many important points of chassis lubrication.

The motor may still be sound, and good for tens of thousands of miles, but it is with respect to such too-often-neglected parts as the spring shackles and bushings, where noises first make themselves heard, that the car passes from a new, tight, quiet operating unit into a rattling squeaky piece of machinery.

Considerable research throughout the automotive as well as petroleum industry has accurately determined that products properly manufactured for lubricating the spring shackles and bushings last nine times as long as common yellow greases widely employed. Inventive skill has only recently made a product of this quality possible, for it is to be remembered that a good grease, like good oil, is made, not found. Examination of a product like Mobilgrease will show it to consist largely of high quality heavy lubricating oil—hence its greater value. What is

## TEST METHODS.

## Improving Dodge Mono-Piece Bodies.

Important gains in the strength, durability and safety of Mono-Piece metal bodies, introduced in this country on Dodge Brothers automobiles, have resulted from test methods which for sheer brutal punishment of materials and construction are believed to be unequalled in the history of the automobile industry. In one of these tests a Dodge car was rolled down the side of a mountain. In another the car is subjected to hours of pitching, lurching and pounding on a mechanical device that violently pitches and heaves. The sole function of this odd piece of machinery is to shake and shock a car to pieces, if that be possible.

This machine is built in a pit and consists chiefly of four large eccentric rollers. When a car is lashed in position over the test pit with its wheels on these rollers, the wobbling revolutions of the rollers cause the car to bob up and down in paroxysms of jolts and lunges.

When the speedometer of a car being tested on this machine registers 1,000 miles, the engineers know that its body, frame, chassis, steering mechanism, etc., have been subjected to the equivalent of 10,000 miles on the roughest possible kind of roads.

By studying the effects on body construction after rolling a car down a mountain-side and after thousands of miles on the testing machine, Dodge engineers have been enabled to improve the bracing, design and materials to the extent that they now claim Mono-Piece metal bodies capable not only of withstanding, without injury, the worst conceivable abuse in ordinary service, but also of providing a factor of safety far beyond that required for any punishment they will ever encounter in the service of owners.

This test has been especially valuable, engineers explain, in producing proof that the flash and spot welding processes used in Mono-Piece Body construction instead of the old method of bolting and riveting, have completely eliminated annoying body squeaks and rattles regardless of the strains or shocks to which this type of body may be subjected.

Another point in lubrication too often neglected by the average car owner is the water pump shaft bearing and packing. Largely upon the use of a proper lubricant in these parts depends the retention of water in the circulation system.

## The Water Pump.

Greases that mix readily with water, as most greases do, and wash away from the bearings must be avoided, and only greases especially manufactured to resist the washing action of water should

be employed. A proper grease will lubricate correctly and at the same time afford a good seal against water washing action, and maintain this seal over long periods of operation.

Front wheel lubrication is a simpler matter. Properly manufactured lubricants for this purpose are designed to withstand the frictional temperatures in these bearings, as well as heat transmitted from the brakes. The bearings on the wheel spindles should be well packed and a small additional supply should be placed in the hub barrel.

Again, common yellow greases should be avoided. They readily dehydrate and oxidize—that is, harden in service, leaving the bearings, in many instances, dry. Examination of the old grease will show the motorist what has happened to common yellow grease.

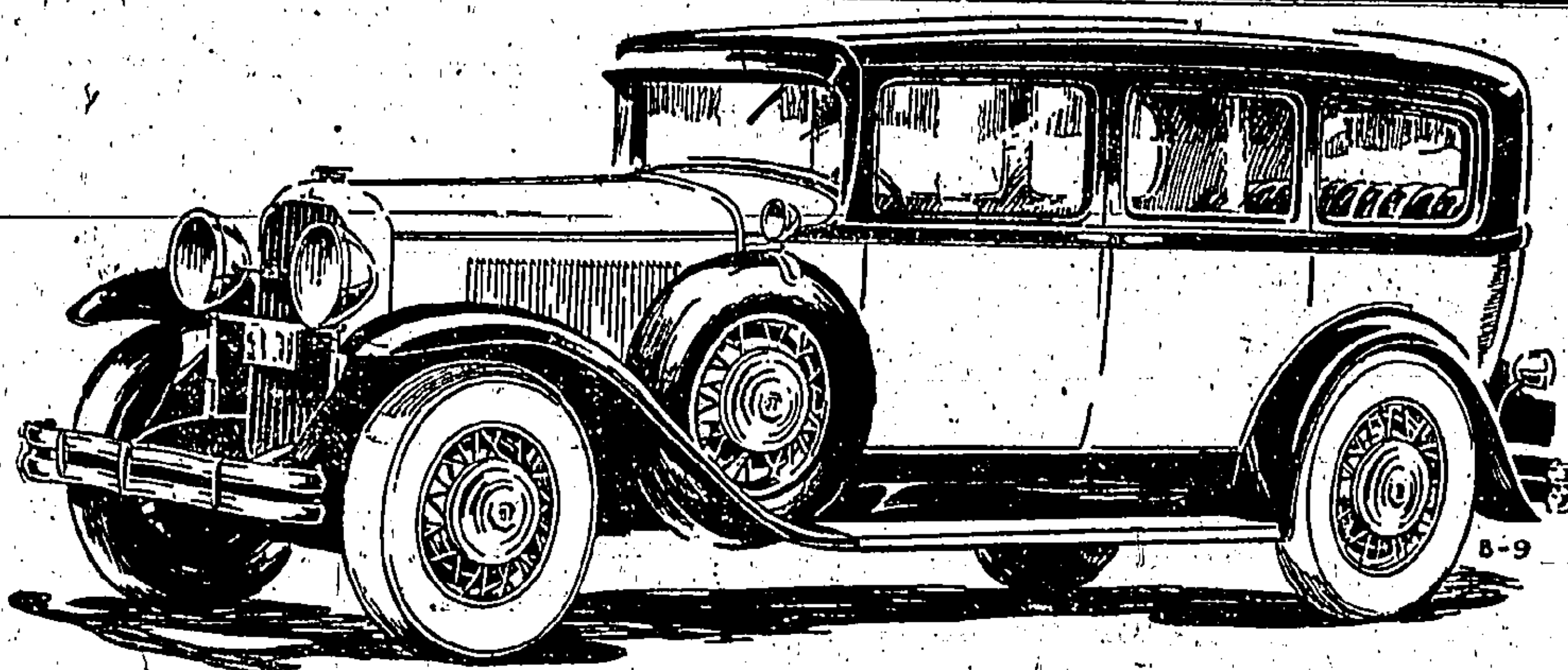
Use Oil Can. Many other points require regular attention with light oil from stick that is as large as eight inches long and an inch and a half wide. It is saved and put to some use. Many of the smaller pieces their actuating mechanism, should be similarly supplied. The ends of the rods connecting the spark and are burned to help furnish power throttle levers on the steering wheel with the distributor and carburettor should have attention.

Likewise, the fan shaft bearings for the shipment of Ford parts to should be supplied regularly with company branches. Similarly, lubricant—properly manufactured cardboard cartons in which grease if they are equipped with materials are received at the plant compression grease cups, or chassis are knocked down and returned to lubricant, if they have a pressure connection.

It should be borne in mind that prior to successful summer operation, a car all parts throughout the chassis should be gone over by a competent automotive mechanic and properly tightened and any worn parts renewed.

A few hours spent in this work will produce many thousands of miles of pleasant, efficient operation. The average car operator gives little attention to the tyre rims and removable wheels. If the parts are cleaned of rust and covered with a light coating of graphite grease, easy and prompt changes can be made on the road.

The approach of Summer makes advisable particular attention to proper servicing of the battery. Another important consideration in the operation of cars is to see that the wheels are kept in proper alignment. Up-to-date service stations are equipped with special gauges for this purpose. Wheels out of alignment mean high expense resulting from tyre wear, in many instances also causing incorrect steering action. Regular inspections of the steering, seat and linkage will save many dollars for the car owner and result in greater comfort during its operation.



Even if you paid considerably more you could not get more satisfying motoring, or ownership, than you are offered in this new Buick!

In all Buick's twenty-five years of achievement it has never produced a series of cars of such outstanding beauty, comfort, performance—or value. On this reputation Buick owners are buying the new Buick with the same confidence with which they have purchased preceding Buicks.

In this space we could not possibly enumerate the many features and advantages that contribute to the remarkable popularity of this new Buick. You must see it—and ride in it—to appreciate why Buick is the car that satisfies so completely.

114" Wheelbase Buick Models	H.K.\$6,955 to H.K.\$ 7,525
118" Wheelbase Buick Models	H.K.\$8,275 to H.K.\$ 8,775
124" Wheelbase Buick Models	H.K.\$9,820 to H.K.\$ 9,980
132" Wheelbase Buick Models	H.K.\$9,820 to H.K.\$12,295

## THE DRAGON MOTOR CAR CO., LTD.

Telephone 30228.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

# The BUICK 8

The Eights with Buick's Prestige

## NO WASTE.

## Incident in Ford's Activities.

In the great plants of the Ford Motor Company nothing is ever thrown away that might be turned to useful purposes. From ships of steel to scrap paper, kindling and twine, everything is salvaged and utilized.

The business of salvaging old materials and converting them into useful articles, though but an incident in the activities of the Ford Motor Company, is quite an industry in itself. The savings run between \$4,000,000 and \$5,000,000 a year, and so constitute an important item in decreasing production costs, which in turn means lower prices to the public.

Used lumber, ranging from beams to small boxes and crates, goes to salvage. Pieces containing nails are run through machines that automatically remove the nails—75 kegs of them a day. Every scrap of stick that is as large as eight inches long and an inch and a half wide is saved and put to some use. Many of the smaller pieces their actuating mechanism, should be similarly supplied. The ends of the rods connecting the spark and are burned to help furnish power throttle levers on the steering wheel with the distributor and carburettor should have attention.

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Thousands of tools that become worn in the shops are sent to salvage and reclaimed. Files for instance, three thousand files are cleaned and re-sharpened in Ford's designed machines each day—and the reclaimed files are better than when they were new.

## BUYERS' GUIDE

## MOTOR CARS.

- ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
 BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.  
 CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
 CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
 FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.  
 MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.  
 MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
 OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.  
 ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
 STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
 WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolf & Kew, 54 Queen's Road C. Tel. 22178.

## MOTOR TRUCKS AND TRACTORS.

- CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
 G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.  
 DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.  
 MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
 STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
 WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

## MOTOR CYCLES.

- B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.  
 NORTON.—The Sincere Co., Ltd., Des Voeux Road. C. Tel. 27767.

## MOTOR OILS.

- GARGOYLE MOBILE.—Vacuum Oil Company, King's Bldg.  
 SHELL.—Asiatic Petroleum Co., (S.C.) Ltd., Asiatic Bldg.

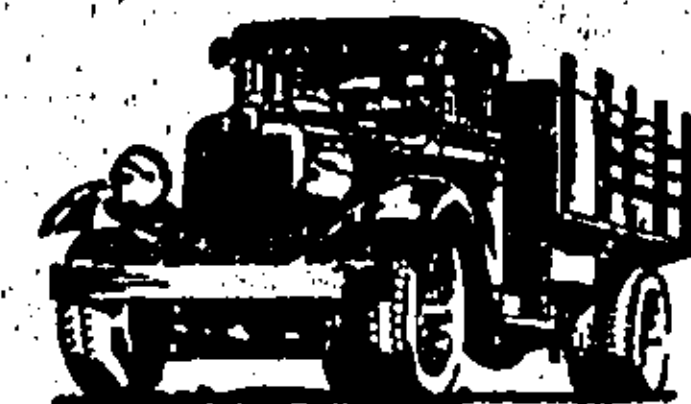
## TYRES AND ACCESSORIES.

- ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
 ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 58284.  
 FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.  
 INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22285.  
 MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.  
 PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
 WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

## NOW HERE DODGE TRUCKS

DEPENDABLE • ECONOMICAL • CAPABLE

Do more work and make more profits



## A TRUCK

FOR EVERY HAULING NEED

## STANDARD TRUCKS

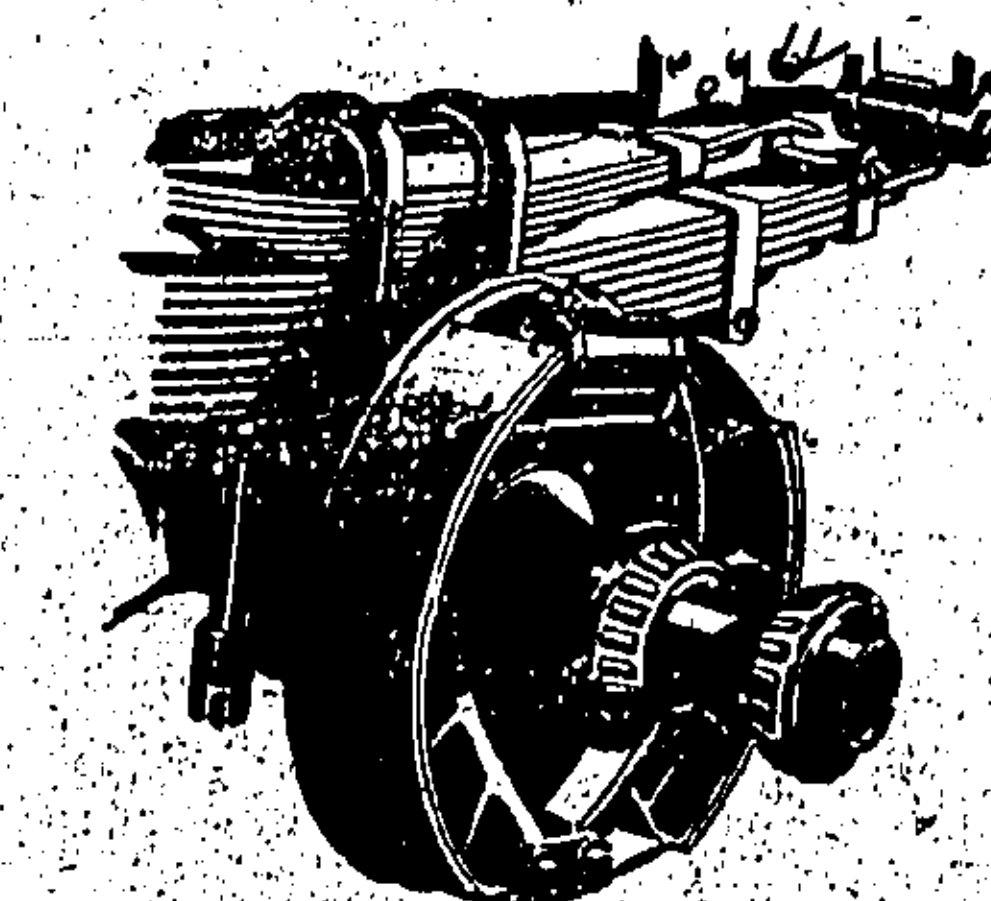
There are four standard models, 2 four-cylinder and 2 six-cylinder, with wheelbases from 109 inches to 136 inches. Payload capacities range from 1,200 to 3,850 lbs.

## HEAVY DUTY STRAIGHT FRAME

There are seven Heavy Duty Straight Frame models, all six-cylinder and with wheelbases from 140 inches to 195 inches. Payload capacities range from 2,950 to 11,175 lbs.

## HEAVY DUTY DOUBLE DROP FRAME

There are four Heavy Duty Double Drop Frame models, all six-cylinder and with wheelbases from 150 inches to 195 inches. Payload capacities range from 3,500 to 11,175 lbs.



These safe, sure, easily-applied 4-wheel brakes are internal-expanding and therefore weatherproof... self-adjusting and casting uniform braking on all wheels... positive... easy to adjust.

## SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road Central.

Tel. 25644.

Tel. 25644.



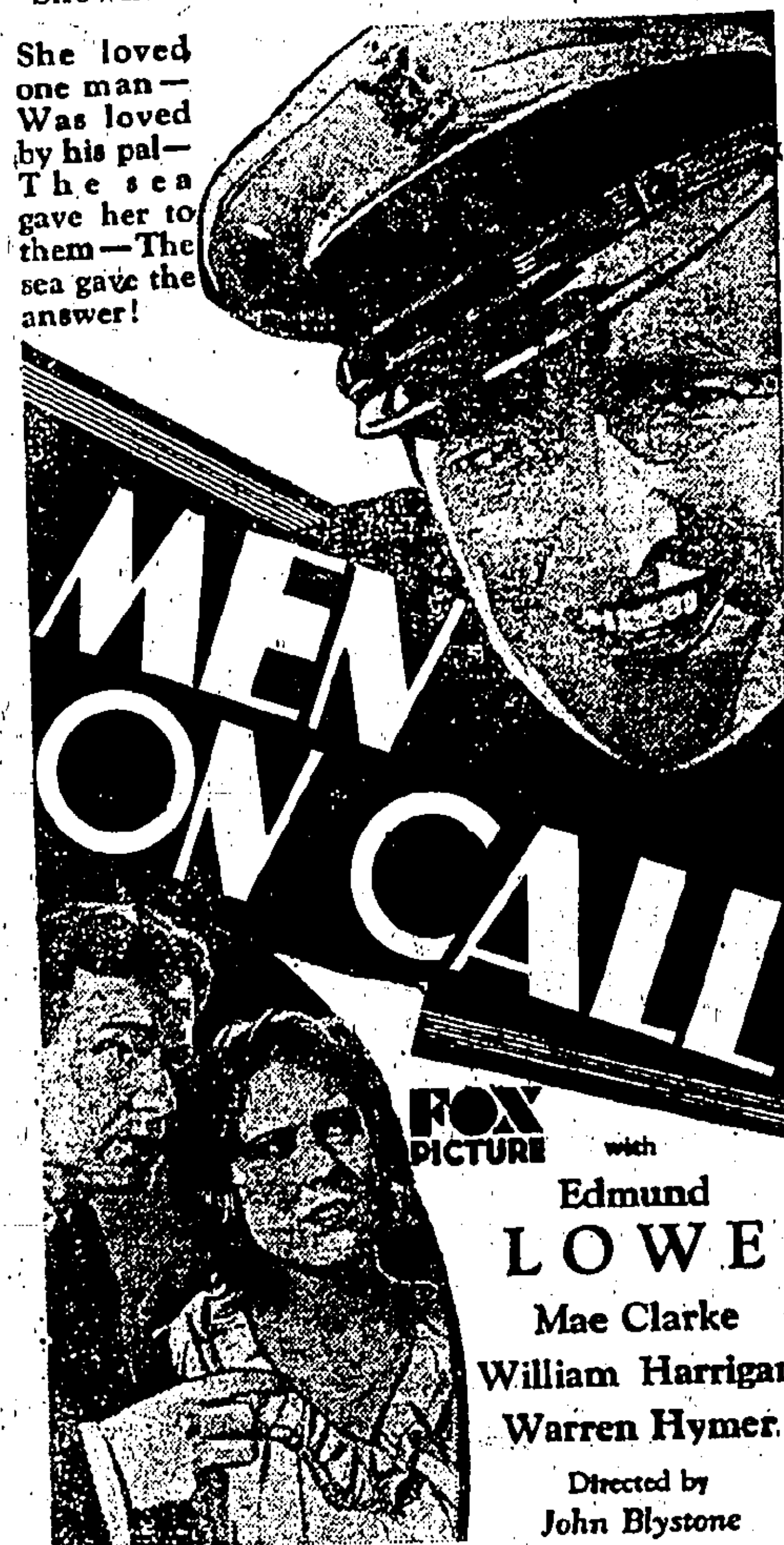
# KING'S THEATRE

HONGKONG'S FINEST CINEMA

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SHOWING TO-DAY AT 2.30, 5.10, 7.15 & 9.30 P.M.

She loved one man—  
Was loved by his pal—  
The sea gave her to them—  
The sea gave the answer!



Edmund LOWE

Mae Clarke  
William Harrigan  
Warren Hymer.

Directed by  
John Blystone

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BY SPECIAL REQUEST RE-SCREENING OF



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## K. FUJIYAMA

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ANNOUNCES HIS REMOVAL



To

WYNDHAM STREET

3rd floor.

## CURRENT SPORTING GOSSIP

### OXFORD BEAT CAMBRIDGE

#### ANOTHER WIN FOR LOCAL TEAM.

South China Again Successful.

CLOSE GAME.

At Batavia, playing against the S.V.B.B. Eleven on July 8 the South China touring eleven won by the odd goal in three after a very evenly contested game. The scorers for the tourists were Fung King-cheung and Chu Kwok-luen.

#### WATER POLO LEAGUE RESULTS.

V.R.C.'S BIG WIN.

At the Victoria Recreation Club last night the V.R.C. defeated the Navy by ten goals to nil in the Senior Division of the Water Polo League.

In the Junior Division the V.R.C. "B" drew with the Kowloon "A" at two goals all. The other match in this division resulted in Kowloon "B" being forced to concede a walk over to the V.R.C. "A" on account of not being able to raise a team.

The following are the League tables to date:—

Division I.						Goals.		F. A. Pts.	
P.	W.	L.	D.	F.	A.				
V.R.C.	6	0	0	40	1	12			
Chinese Ath.	5	3	1	24	8	7			
Kowloon	5	2	1	17	15	6			
Chinese B.C.	5	2	2	1	6	13			
Navy	3	1	0	5	33	2			
Borderers	0	5	0	4	30	0			

Division II.						Goals.		F. A. Pts.	
P.	W.	L.	D.	F.	A.				
V.R.C. "A"	4	4	0	24	3	8			
University	4	3	0	1	18	2			
12th Batt.	3	2	0	1	15	3			
Argyll	3	2	0	1	15	3			
Kowloon "A"	4	2	1	1	15	13			
V.R.C. "B"	5	2	2	1	10	12			
Chinese Ath.	3	2	1	0	18	2			
20th Batt.	4	2	2	0	2	7			
Borderers	4	1	3	1	3	25			
R. Signals	4	1	3	0	1	24			
Kowloon "B"	4	0	4	0	0	19			
31st Batt.	4	0	4	0	1	23			

#### Our Sports Diary.

##### LOCAL.

**WATER POLO**—To-morrow—Division I.—Kowloon v. Borderers, 6 p.m.; Division II.—12th Heavy Battery, R.A. v. University, 20th Heavy Battery, R.A. v. Borderers, 6.30 p.m.

**SWIMMING**—Saturday—South China A.A. Night Fete (North Point).

**LAWN TENNIS**—Saturday—"B" Division—Beccro v. Chinese R.C.; Indian R.C. v. Nippon Club; Civil Service C.C. v. Kowloon C.C.; Hong Kong C.C. v. Craighower C.C.; University v. Army T.C.; "C" Division—Y.M.C.A. v. Civil Service C.C.; Craighower C.C. v. Deutscher Club; Indian R.C. v. Chinese R.C.; Beccro v. Kowloon C.C.; Army T.C. v. Hong Kong C.C.

**FOOTBALL**—To-morrow—Hong Kong Football Association Annual Meeting.

**LAWN BOWLS**—Saturday—Division I.—Civil Service C.C. v. Kowloon Dock R.C.; Club de Beccro v. Craighower C.C.; Kowloon C.C. v. Police R.C.; Kowloon B.C.C. v. Talkoo R.C.; Division II.—Craighower C.C. v. Club de Beccro; Hong Kong Electric R.C. v. Kowloon C.C.; Talkoo R.C. v. Kowloon B.C.C.

**BASEBALL**—Sunday—Japan-ese v. Chinese Athletic.

##### HOME.

**CRICKET**—To-day and To-morrow—Sussex v. Glamorgan; Surrey v. Derbyshire.

**YORKSHIRE** v. New Zealand.

**LANCAIRE** v. Warwickshire.

**SOMERSETSHIRE** v. Middlesex.

**NORTHAMPTONSHIRE** v. Worcester-shire.

**LEICESTERSHIRE** v. Nottingham.

**ESSEX** v. Warwickshire.

**SUSSEX** v. Essex.

**GLoucestershire** v. Middlesex.

**Kent** v. Surrey.

**Lancashire** v. New Zealand.

**Yorkshire** v. Nottingham.

**Warwickshire** v. Northampton-shire.

**Glamorgan** v. Somerset-shire.

**Hampshire** v. Derbyshire.

**Worcestershire** v. Leicestershire.

**SHOOTING**—To-day—National Rifle Association Meeting at Bales.

**POLO**—Saturday—Subalterns Gold Cup Final at Ramleigh.

**L.A.W.N. TENNIS**—Sunday—Davis Cup European Zone Final at the Crystal Palace.

#### BRILLIANT EFFORT BY YOUNG INDIAN.

RECORDS SMASHED.

First Victory for Eight Years.

CANTAB COLLAPSE.

London, Yesterday.

Oxford University to-day defeated Cambridge University by eight wickets at Lord's, thus registering their first victory since 1923.

A feature of the game was that two double centuries were scored by rival batsmen. In Cambridge's first innings A. T. Ratcliffe created a new Inter-University record by scoring 201 out of a total of 385. Oxford replied with a total of 453 for 8 declared, the Nawab of Pataudi contributing an undefeated innings of 238, thus breaking all former records.

Taking first use of a batsman's wicket Cambridge found R. S. G. Scott in fine form with the ball and, had it not been for a remarkably fine innings by Ratcliffe, Cambridge would have been in a very serious situation. By contributing 201 Ratcliffe swelled the Cantab total to 385. Scott, bowling consistently well, captured 6 wickets for 64 runs.

**Prolific Partnership.** Oxford faced with this formidable total received definite encouragement from the Nawab of Pataudi and H. G. Owen Smith, who participated in a most prolific partnership, and the Cambridge total was easily passed. The Nawab of Pataudi was undefeated with 238 runs to his credit when the innings was declared closed at 453 for 8 wickets. F. R. Brown took half the wickets for 153 runs.

Cambridge, requiring 69 runs to save the innings defeat, scored only 122 against the fast bowling of E. M. Wellings (5 for 25).

Set the easy task of scoring 55 runs for victory, Oxford knocked off the necessary runs for the loss of two wickets.

Full scores as cabled by Reuter were as follows:—

Oxford University beat Cambridge University by eight wickets at Lord's.

Cambridge: 385 (A. T. Ratcliffe 201, R. S. G. Scott 6 for 64).

122 (E. M. Wellings 5 for 25).

Oxford: 453 for 8 dec. (Nawab of Pataudi 238, H. G. Owen Smith 78, F. R. Brown 5 for 153).

55 for two wickets.

(It is learned that A. T. Ratcliffe, the Cambridge cricket Blue, was not included in the original team, but was given W. G. Davies' place owing to the latter player being injured. G. D. Kemp Welch, the Cambridge captain, scored 87 out of 385 scored by Cambridge in the first innings.)

A. Melville, the South African player, captained the Oxford eleven in the absence of D. N. Moore who is lying seriously ill.

Note by "Cricket."

The Nawab of Pataudi has indeed made cricket history in his last year up at Oxford. In scoring 238 not out he broke the former highest individual score in a Varsity match. Ratcliffe on the previous day had scored 201, thus breaking the former record of 172 set up by J. F. Marsh for Cambridge in 1904, but the Nawab surpassed both these high scores with ease.

In last year's Varsity match he scored 5 and 20, and in the previous year registered scores of 108 and 84 against the Cambridge attack, and in the latter year was largely responsible for getting Oxford out of a desperate plight. In the second innings he aided A. M. Crawley to add 165 runs for the second wicket.

Besides having the satisfaction of scoring a double century and a century against the "light Blues" attack, the Nawab set up a new record in Inter-University cricket annals. No University batsman has approached this feat, the nearest being W. Yardley's (Cambridge) 180 in 1872 and 100 in 1870, and H. J. Enthoven's (Cambridge) 104 in 1924 and 129 in 1925.

This score represents his best effort of the season, his other totals being 165 and 100 against Surrey at the Oval and 128

#### MAX SCHMELING TO MEET CARNERA.

Championship Title at Stake.

VENUE NOT SETTLED.

New York, Yesterday.

A fight for the World's Championship belt between Max Schmeling, the German and world heavyweight champion, and Primo Carnera, the Italian giant, has been fixed for September 17 this year. The contest will be over 15 rounds.

The venue for the match has not been settled pending the New York Boxing Commission's ruling in regard to the re-instatement of Schmeling. — Reuter's American Service.

[A message of July 4 stated:—In a contest for the World's Heavyweight Boxing Championship Max Schmeling (Germany), the holder, beat Young Stribling (America) on a technical knockout in the fifteenth round.]

#### PLUCKY PRESTON BOXER.

Battling Sullivan's Comeback.

HIS WIFE'S LIFE.

Twelve months ago Sam Hallmark—or "Battling" Sullivan, of Preston, to give him the name he is known by in the boxing world—was advised by his medical man to relinquish his ring career. Hero of nearly 300 athletic encounters, with such hard-hitting fighters as Harry Reeves, Charlie Smith and Con O'Kelly—to mention but three of his opponents—Sullivan's eyes began to give out, the result of his repeated batterings in the roped square, and when, eventually, he was forced to follow his doctor's advice he was almost blind.

Care and attention have restored his sight, and Sullivan is now perfectly fit again, but it is doubtful if this dour fighter would ever have entered a ring again but for one thing—the serious illness of his young wife.

Mrs. Hallmark is lying dangerously ill at Preston, expensive specialist treatment, and at least two immediate operations are imperative to give the girl wife even a chance of life, so, like Frank Vary, the dirt track rider, who flirted with death in order to secure radium treatment for his dying mother, Sullivan has once more become the "Battler," at the risk of permanent injury to his sight, in order to raise money quickly and in larger amounts than he could otherwise earn.

When, recently, Sullivan met and defeated George Tottles, of Leeds, over twelve rounds, the ferocity of his fighting had the crowd on their feet. "Like a man possessed he tore into his opponent, not only because he wanted, and wanted badly, the winning end of the purse then at stake, but in order that he might be given further immediate fights."

The crowd only saw a boxer, seemingly determined to give them value for their admission money—they could not visualise the drama at the back of Sullivan's display of athletic fireworks—that he was virtually fighting for his young wife's life.

He won—handsomely—and reaped his immediate reward by being matched with Paul McGuire of New castle, John Pettifer, the British Carnera, and Pierre Charles. The last-named fighter he will meet at the Cirque de Paris, a ring in which the Preston boy gained many victories in the past.

Although only twenty-three years of age, Sullivan has had over 250 fights, and has yet to be knocked out. Absolutely fearless, the "Battler" is prepared to meet any fighter in the world, and he is one of the few British heavy-weights who has never shown any signs of qualifying for the "horizontal championship."

against H. D. G. Layson-Gorrie's XI.

Oxford's total of 453 is the second highest score on record in the series of matches. In 1900 Oxford scored 508 which is the highest score in the 39 matches played. Oxford have now 37 victories to their credit as against Cambridge's 44, the remaining twelve games having been drawn.

## AT THE STAR

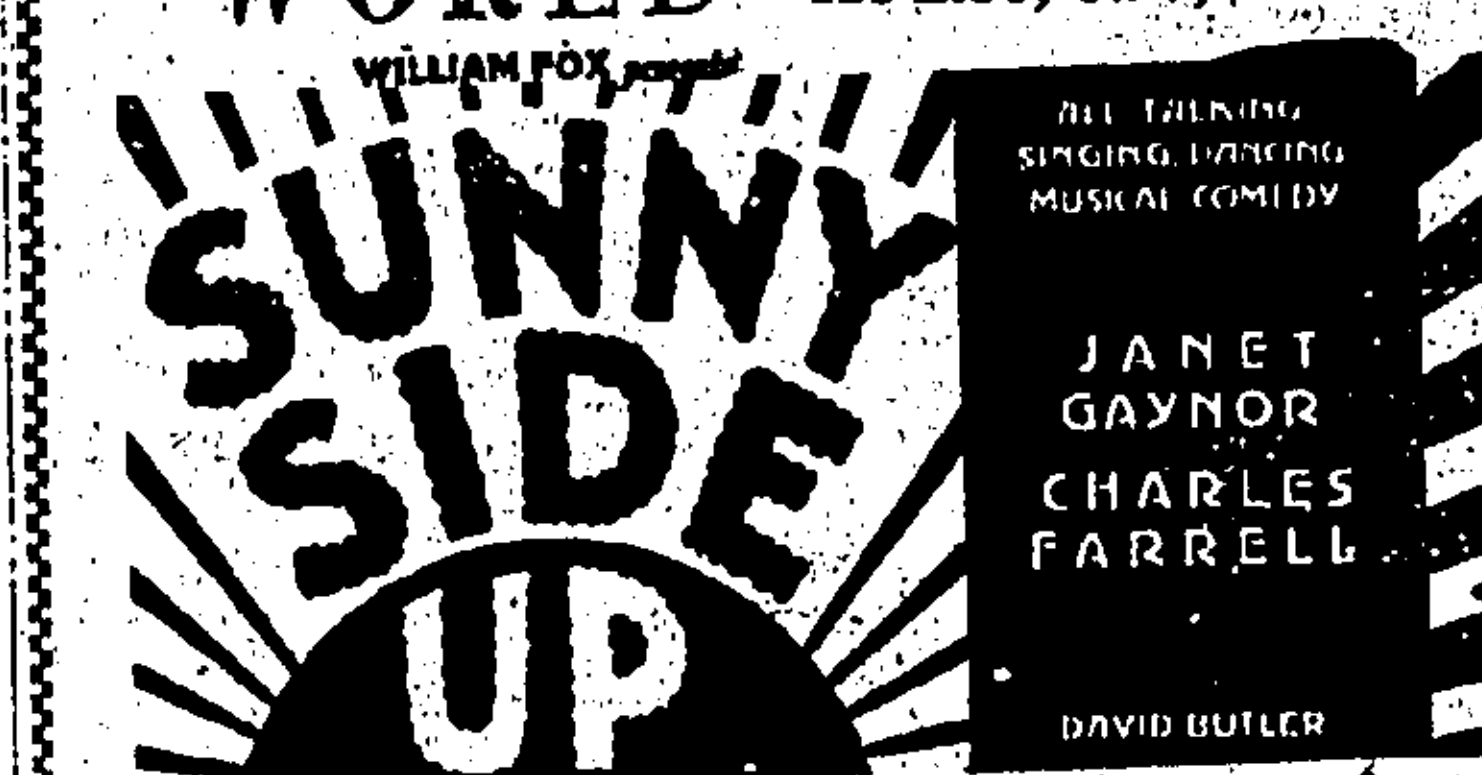
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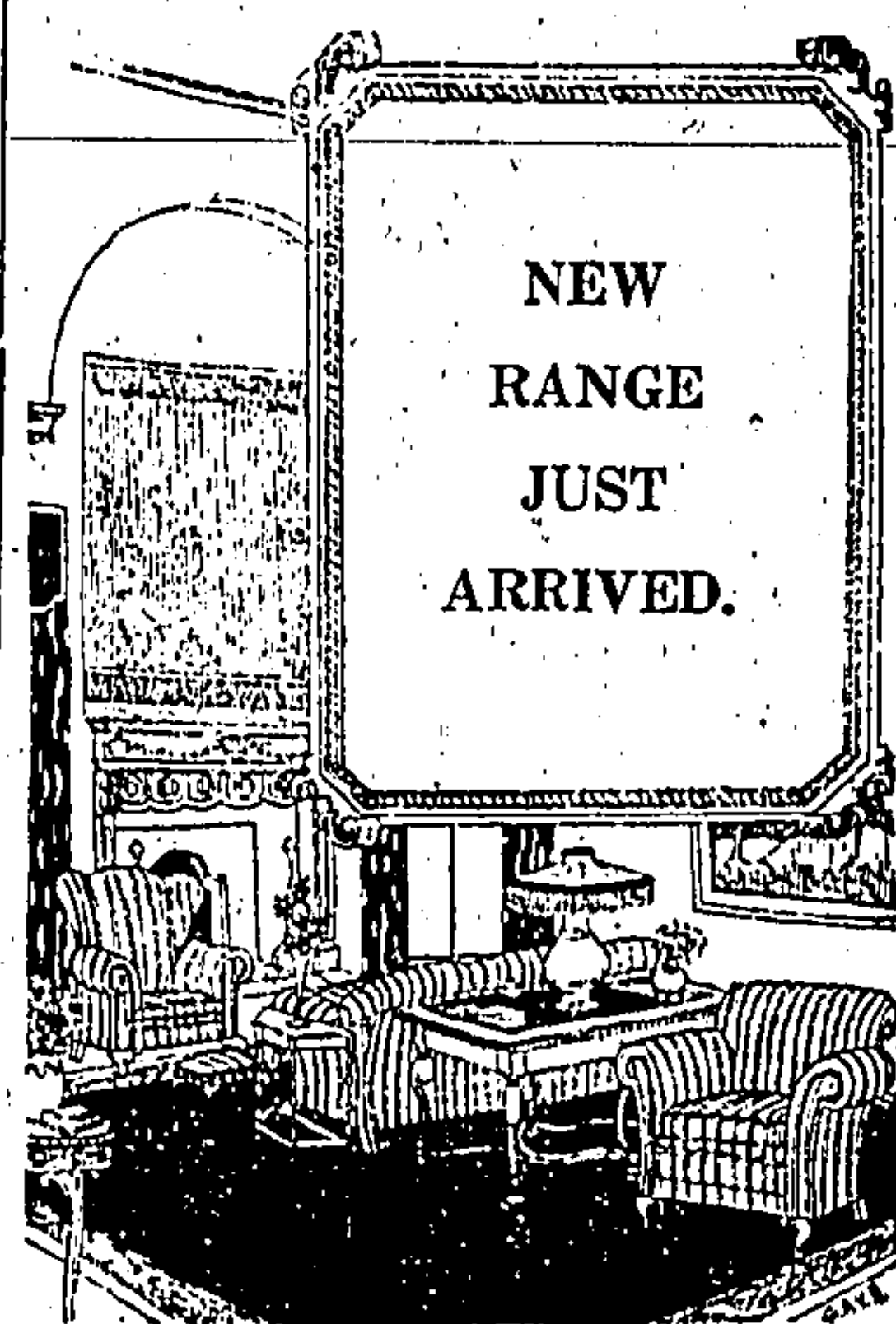
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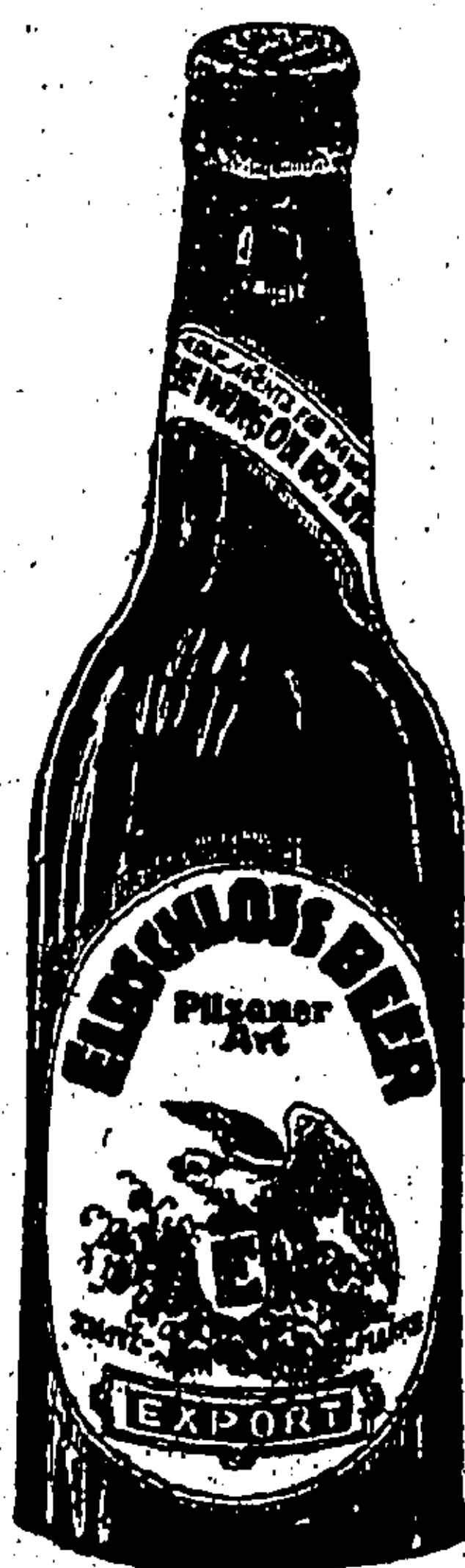
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# YESTERDAY'S LAWN TENNIS

## "B" Division.

Army Beat M.B.K.  
Playing in the "B" Division of  
the Lawn Tennis League, the Army  
Tennis Club defeated the M.B.K.  
by 5½ sets to 2½ on the home  
ground, at Sookunpoo.

Scores:—  
Col. Skinner and Major Kerrich  
(Army T.C.):—  
drew with Morinaka and Miki 6-6  
beat Techi and Nakamura 6-4  
beat Edo and Fukushima 6-3

S.M. Atkinson and S.M. Mitchell  
(Army T.C.):—  
beat Morinaka and Miki 6-2  
lost to Techi and Nakamura 3-6  
beat Edo and Fukushima 6-3

Capt. Robinson and Capt. de  
Linde (Army T.C.):—  
lost to Morinaka and Miki 4-6  
beat Techi and Nakamura 6-2  
beat Edo and Fukushima 6-4

H.K.C.C. Victorious.  
The Hong Kong Cricket Club  
visited and defeated South China  
A.A. by 5½ sets to 3½.

Scores:—  
Chan So and O. K. Lam (South  
China A.A.):—  
beat Divett and Armstrong 6-4  
beat Stark and Mayhew 6-1  
drew with Wright and  
Monaghan 6-6

S. K. Ng and O. Y. Tsan (South  
China A.A.):—  
beat Divett and Armstrong 6-4  
lost to Stark and Mayhew 3-6  
lost to Wright and Monaghan 3-6

N. C. Yung and Y. K. Chung  
(South China A.A.):—  
lost to Divett and Armstrong 1-6  
lost to Stark and Mayhew 1-6  
lost to Wright and Monaghan 2-6

Civil Servants Draw.  
At King's Park the Nippon Club  
and the Civil Service C.C. shared  
the points at stake, by winning  
4½ sets each.

Scores:—  
Fujiyeda and Makezato (Nippon  
Club):—  
lost to Dr. Valentine and  
J. R. Pengelly 4-6  
beat F. W. Bradley and J. A.  
Bendall 6-2

lost to G. W. A. Tufon and  
B. Bickford 5-7  
Yoshikawa and Kinoshita (Nip-  
pon Club):—  
drew with Dr. Valentine and  
J. R. Pengelly 6-6  
beat F. W. Bradley and J. A.  
Bendall 6-4

beat G. W. A. Tufon and B.  
Bickford 6-1  
Hasegawa and Sato (Nippon  
Club):—  
beat Dr. Valentine and J. R.  
Pengelly 6-4  
lost to F. W. Bradley and  
J. A. Bendall 3-6  
lost to G. W. A. Tufon and  
B. Bickford 3-6

## "C" DIVISION.

South China A.A. Triumph.  
South China A.A. beat the Kow-  
loon Cricket Club by six sets to  
three.

Scores:—  
G. C. Burnett and G. A. White  
(K.C.C.):—  
lost to F. N. Wong and H. K.  
Ho 1-6  
beat K. H. Chan and K. M.  
Chan 6-4  
lost to F. K. Mok and T. K.  
Leung 4-6

G. Hedley and N. A. E. Mackay  
(K.C.C.):—  
lost to F. N. Wong and H. K.  
Ho 2-6  
beat K. H. Chan and K. M.  
Chan 6-3  
lost to F. K. Mok and T. K.  
Leung 4-6

McKay and D. S. Green  
(K.C.C.):—  
lost to F. N. Wong and H. K.  
Ho 4-6  
beat K. H. Chan and K. M.  
Chan 6-2  
lost to F. K. Mok and T. K.  
Leung 3-6

Entertaining the Indian Recrea-  
tion Club, the Deutscher Club  
gained their first point of the sea-  
son when they drew at 4½ sets  
all.

O. Neidt and B. Soltan (D.C.):—  
lost to J. S. Ackbar and M. P.  
Madar 6-6  
beat M. Hosen and S. A. R.  
Bux 6-3  
beat A. Rumjahn and R. H. S.  
Immail 6-1

W. Fischer and O. May (D.C.):—  
beat J. S. Ackbar and M. P.  
Madar 6-3  
lost to M. Hosen and S. A. R.  
Bux 6-6  
beat A. Rumjahn and R. H. S.  
Immail 6-4

H. Keyserling and N. Schmidt  
(D.C.):—  
lost to J. S. Ackbar and M. P.  
Madar 6-6  
beat M. Hosen and S. A. R.  
Bux 6-3  
beat A. Rumjahn and R. H. S.  
Immail 6-3

The Deutscher Club defeated  
the Kowloon Indians T.C. by eight  
sets to one.

## C.R.C. AND RECREIO AGAIN WIN.

### "C" DIVISION HONOURS.

Nippon Club Draw with  
Civil Servants.

### SOUTH CHINA'S SUCCESS.

Fine weather at last favoured  
the Lawn Tennis League yesterday  
and as a consequence ten matches  
were concluded.

Several teams opened their scor-  
ing account, the Deutscher Club  
surprising the Indian Recreation  
Club by making a draw of the  
match, and Craigenower C.C. scored  
their first points of the season  
at the expense of the Civil Ser-  
vice C.C.

The race for the "C" Division  
Championship promises to be a  
very close one with the Chinese  
Recreation Club, the Club de Re-  
creio, and the South China Athle-  
tic Association as the strongest  
claimants for Championship  
honours.

### RESULTS AT A GLANCE.

"B" Division.  
Army T.C. 6½ M.B.K. 2½  
H.K.C.C. 5½ South China 3½  
Nippon C. 4½ Civil Service 4½

League Table to Date.  
P. W. D. L. F. A. Pts.  
G.S.C.C. 7 0 0 0 37 14 12  
University 0 4 0 2 39½ 14½ 8  
Indian R.C. 6 4 0 2 30 24 8  
H.K.C.C. 6 4 0 2 28½ 25½ 8  
Chinese R.C. 3 3 0 0 20½ 3½ 6  
Army T.C. 6 3 0 0 42½ 28½ 4  
Kowloon C.C. 2 0 4 21½ 32½ 4  
C.C.C. 3 1 0 2 11 16 2  
M.B.K. 5 1 0 4 11 31 2  
S.C.A.A. 6 1 0 5 21½ 32½ 2  
Nippon C. 6 0 1 5 17 36 1

"C" Division.  
Deutscher C. 4½ Indian R.C. 4½  
Kowloon C.C. 3 South China 6  
K.I.T.C. 1 Recreio 8  
H.K.C.C. 5 Y.M.C.A. 4  
University 6½ Grad. A. 2½  
Chinese R.C. 9 Radio S.C. 0  
Craigenower 5 Civil Service 4

League Table to Date.  
P. W. D. L. F. A. Pts.  
Chinese R.C. 8 7 1 0 62 10 15  
Recreio 8 7 1 0 60 19 15  
S.C.A.A. 7 6 0 1 46 17 12  
Y.M.C.A. 8 5 0 3 41½ 30½ 10  
Indian R.C. 8 4 1 3 38 33 9  
University 6 4 0 2 35 19 8  
Kowloon C.C. 6 4 0 2 30 22 8  
H.K.C.C. 8 4 0 4 34 38 8  
Army T.C. 6 3 0 3 22½ 45½ 6  
Radio S.C. 8 2 2 4 25½ 45½ 6  
C.C.C. 6 1 0 5 12½ 41½ 2  
Deutscher C. 5 0 1 4 13½ 31½ 1  
G.S.C.C. 6 0 1 5 18½ 35½ 1  
K.I.T.C. 8 0 1 7 18 54 1  
Graduates A. 4 0 0 4 5 28 0

## "C" Division.

Scores:—  
Feroz Ali and Firdos Khan  
(K.I.T.C.):—  
drew with H. Noronha and  
A. H. Remedios 6-6  
lost to L. A. Ribeiro and  
A. V. Remedios 3-6  
drew with E. Noronha and C.  
Assumpcao 6-6

M. A. Khan and H. M. Sing  
(K.I.T.C.):—  
lost to H. Noronha and A. H.  
Remedios 3-6  
lost to L. A. Ribeiro and  
A. V. Remedios 1-6  
lost to E. Noronha and C.  
Assumpcao 3-6

G. R. Salleh and L. N. Singh  
(K.I.T.C.):—  
lost to H. Noronha and A. H.  
Remedios 0-6  
lost to L. A. Ribeiro and  
A. V. Remedios 0-6  
lost to E. Noronha and C.  
Assumpcao 3-6

Y.M.C.A. Defeated.  
At King's Park the Y.M.C.A.  
lost to the H.K.C.C. by 5 sets to 4.

Scores:—  
G. H. Bradley and G. R. Horridge  
(H.K.C.C.):—  
lost to T. J. Price and E.  
Rallton 1-6  
beat J. Ferguson and Mc-  
Lellan 6-3  
lost to S. Gray and G.  
Puncheon 1-6

C. B. Terdu and J. S. Lee  
(H.K.C.C.):—  
beat T. J. Price and E. Rallton 6-2  
lost to J. Ferguson and Mc-  
Lellan 5-7  
drew with S. Gray and G.  
Puncheon 6-6

R. K. Hepburn and T. Low  
(H.K.C.C.):—  
drew with T. J. Price and E.  
Rallton 6-6  
beat J. Ferguson and Mc-  
Lellan 6-2  
beat S. Gray and G. Puncheon 6-1

University Win.  
Playing at Pokfulam the Univer-  
sity defeated the Graduates' Asso-  
ciation by 6½ sets to 2½.

Scores:—  
L. Oppenheim and L. de Silva  
(University):—  
beat Dr. K. C. Yeo and H. T.  
Lee 6-1  
beat Dr. Sepher and H. N.  
Chung 6-3  
lost to Dr. D. K. Samy and  
A. T. Lee 4-6

## "C" Division.

P. P. Khoo and S. H. Wong  
(University):—  
beat Dr. K. C. Yeo and H. T.  
Lee 6-1  
lost to Dr. Sepher and H. N.  
Chung 3-6  
drew with Dr. D. K. Samy  
and A. T. Lee 6-6

A. L. Tsai and P. L. Tan  
(University):—  
beat Dr. K. C. Yeo and H. T.  
Lee 6-2  
beat Dr. Sepher and H. N.  
Chung 6-1  
beat Dr. D. K. Samy and  
A. T. Lee 6-3

Radio S.C. Overwhelmed.  
The Chinese Recreation Club de-  
feated the Radio Sports Club by  
nine sets to nil on the home  
ground.

Scores:—  
W. H. Choa and Y. K. Mow  
(R.C.C.):—  
beat W. Wu and C. T. Tsang 6-4  
beat Y. T. Mann and W.  
Abbas 6-3  
beat W. Chanson and K. Lau 6-4  
beat W. Chanson and K. Lau 6-4

M. K. Lau and L. F. Hon  
(C.R.C.):—  
beat W. Wu and C. T. Tsang 6-2  
beat Y. T. Mann and W.  
Abbas 6-4  
beat W. Chanson and K. Lau 6-4  
beat K. H. Kwok and H. N. Choa  
(C.R.C.):—

Playing on the home ground the  
Civil Service C.C. lost to Craigen-  
ower C.C. by 5 sets to 4.

Scores:—  
N. Kitchell and H. P. Lim  
(C.C.C.):—  
lost to V. H. Freeman and  
H. J. Best 4-6  
lost to W. Paston and F. E.  
Mathews 4-6  
lost to J. H. Ormerod and  
H. E. Evans 3-6  
E. Howard and F. Broadbridge  
(C.C.C.):—

beat V. H. Freeman and H. J.  
Best 6-1  
beat W. Paston and F. E.  
Mathews 6-4  
lost to J. H. Ormerod and  
H. E. Evans 4-6  
V. Souza and A. Kitchell  
(C.C.C.):—

beat V. H. Freeman and H. J.  
Best 6-1  
beat W. Paston and F. E.  
Mathews 6-2  
beat J. H. Ormerod and H. E.  
Evans 6-3

Earlier Results.  
At Causeway Bay on Tuesday  
the Chinese Recreation Club defeat-  
ed the Graduates' Association, by  
9 sets to nil.

Scores:—  
F. K. Lau and L. F. Hon. (C.C.):—  
beat Dr. Samy and Dr. Sepher 6-1  
beats H. T. Lee and H. N.  
Chung 6-1  
beat A. T. Lee and Dr. Yeo 6-0  
W. H. Choa and Y. K. Mow  
(C.R.C.):—

beat Samy and Sepher 6-2  
beat Lee and Chung 6-1  
beat Lee and Yeo 6-3  
F. H. Kwok and H. N. Chau  
(C.R.C.):—

beat Samy and Sepher 6-2  
beat Lee and Chung 6-2  
beat Lee and Yeo 6-4

South China Defeated.  
The Club de Recreio defeated  
South China A.A. on Monday by 5  
sets to 4. This was South China's  
first defeat of the season.

Scores:—  
F. I. Mok and S. C. Chan  
(S.C.):—  
lost to L. A. Ribeiro and A.  
V. Remedios 4-6  
beat H. A. Noronha and A. A.  
dos Remedios 7-5  
beat L. A. da Rocha and G. A.  
Noronha 6-2  
K. H. Chan and K. F. Lui  
(S.C.):—

lost to Ribeiro and Remedios 1-6  
beat Noronha and Remedios 6-4  
lost to da Rocha and Noronha 3-6  
H. K. Ho and F. N. Wong  
(S.C.):—

lost to Ribeiro and Remedios 4-6  
lost to Noronha and Remedios 3-6  
beat da Rocha and Noronha 6-3

## MIXED DOUBLES.

Chinese R. C. Win.  
The Mixed Doubles match be-  
tween the C.R.C. and the University  
on the former's ground, resulted in  
a win for the C.R.C. by 9 sets to  
nil.

Scores:—  
Miss E. Lo and M. W. Lo  
(C.R.C.):—  
beat Miss Perry and F. Y.  
Khoo 6-2  
beat Miss Tsao and Y. K. Ng 6-0  
beat Miss Kwok and T. K.  
Lien 6-4  
Miss G. Lo and Ho Ka-lau  
(C.R.C.):—

beat Miss Perry and Khoo 6-3  
beat Miss Tsao and Ng 6-1  
beat Miss Kwok and Lien 6-1  
Miss Chiu and Yew Man-ki  
(C.R.C.):—

beat Miss Perry and Khoo 6-4  
beat Miss Tsao and Ng 6-4  
beat Miss Kwok and Lien 6-1

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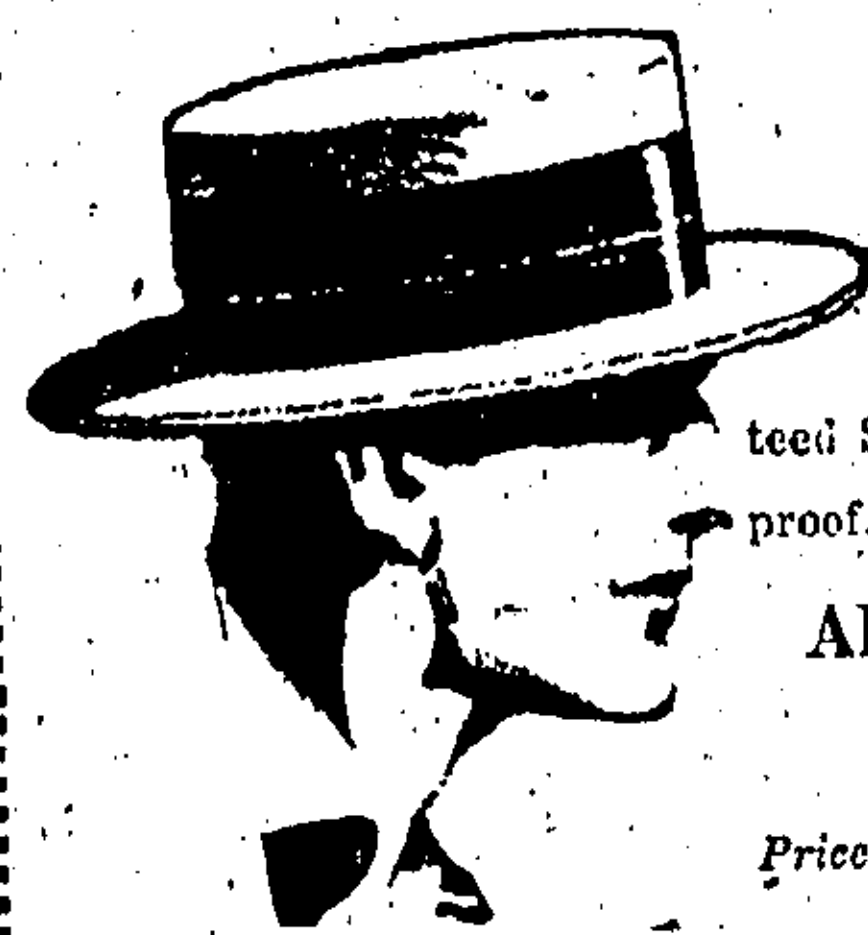
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London, W.C.2.

Hong Kong, Thursday, July 9, 1931.

## China's Finances.

As was stated only a few months ago by Mr. Chang Kia-ngau, the General Manager of the Bank of China, owing to the severity of the existing world-wide trade depression and the keen struggle to secure new markets for their export commodities, the industrial nations of Europe and America have during the past year shown increasing interest in the economic situation in China. Trade missions from Germany and Canada have visited China and quite recently an influential mission from Britain was in the country examining the possibility of stimulating trade relations between the two nations. The cordial welcomes which have been extended to these business men emphasises that China does realise the need for closer co-operation in trade relationships.

The trade of China has in recent years been suffering severely from a number of adverse influences over which her merchants have, and can have, little or no control. Indeed, when one remembers how serious have been the handicaps to trade it is surprising that her trade figures have been so well maintained. A proper appreciation of existing economic and financial conditions in China is impossible without reference to those adverse influences, which are in part domestic, but also in part international.

There appears to be an impression, especially at home, that the present unsatisfactory condition of Chinese trade is almost en-

tirely due to political causes and the implication is that, if these causes were removed, all would be well. It is true that, on account of political disturbances during recent years, China's trade has not been given a fair chance to develop; that military adventures, interrupted communications, and excessive taxation have proved a grievous burden which has at times threatened to bring trade almost to a standstill, but these domestic hindrances to trade have coincided in point of time with an equally disastrous fall in the value of silver which, in itself, has been a most severe blow to China's foreign trade.

Some of the causes of this fall are well known and are quite independent of happenings in China, but, on the other hand, it is possible to argue that the extent of the fall might have been very much less if the internal conditions and the trade situation of China had necessitated larger purchases of silver by Chinese interests. But it is so difficult to disentangle cause and effect, and still more to estimate the effect of any one influence, that little is to be gained by attempting to lay the blame for China's restricted trade upon any particular set of conditions that may have existed at a particular moment.

As regards the purely domestic considerations which are affecting the Chinese trade situation, there is no doubt that during the past year political conditions have exerted the greatest influence. No sooner has China ended one war than she has begun another, and, in addition to the wastage of men and materials, the war must have proved a severe strain upon Government financial resources, and at the same time has provided an opportunity for the renewal of banditry and Communistic depredations in various parts of the country outside the actual sphere of military operations. In these circumstances it is not surprising that agricultural production and the marketing of commercial commodities have been seriously restricted, so that the opportunity for export trade has been greatly diminished. The position is now even more uncertain than ever, and it is extremely difficult to estimate when China is likely to settle down to peaceful conditions. What China needs most is a period of settled political conditions, so that confidence may be restored and trade production may revive. The outlook in this respect is none too bright, unfortunately.

## News in Brief.

"Splinters" will be screened again in the King's Theatre on Sunday and Monday.

One non-Chinese case of diphtheria was notified yesterday. This makes 22 non-Chinese cases of this disease since January 1.

During June the island received 68.22 million gallons of water from the mainland, as compared with 64.14 million gallons in the same month last year.

The Bazaar in aid of St. Paul's Hospital Fund, under the distinguished patronage of H. E. the Governor and Lady Peel, will be opened by Lady Peel on Saturday, July 18, at 10 a.m.

On July 1 all the reservoirs on the island were below overflow with the exception of Tytam Tuk, which was level. The reservoirs in Kowloon were level with the exception of the reception reservoir.

On July 1 the estimated population of the island was 411,300 as compared with 443,740 on the same day last year. The estimated population in Kowloon rose from 175,780 a year ago to 287,300 on July 1 this year.

Knocked down and run over by a motor lorry in motion in Connaught Road West yesterday, a man named Yuen Chai (31), described as a coolie of 72, Second Street, fractured his left thigh, and was removed to the Government Civil Hospital.

Last month the island consumed 29.6 gallons of water per head per day, compared with 25.7 gallons in the same month last year. In Kowloon, on the other hand, the consumption per head per day fell from 25.6 to 18.7 gallons.

The body of Sepoy Mohamed Zaman, of the Indian Army Medical Corps, who was drowned whilst bathing in Hungnam Bay on Monday, was yesterday found by the occupants of a sampan some distance from the scene of the fatality.

For stealing a metal watch and chain from the pocket of a seaman on the Mongkok Ferry Wharf, Chan Sang was ordered to receive 12 strokes of the birch in the Kowloon Police Court this morning. Accused, who is only a youth, has a very bad record.

In an alleged attempt to commit suicide, a man named Wong Man-Kit, aged 30 years, and living at 246 Lai-chikok Road, jumped into the harbour from the Yaumati Ferry, Man Chung, yesterday. He was rescued by seaman Kwok Kan, and later sent to the hospital.

In charging a Chinese before Mr. Schofield in the Central Police Court this morning with possession of a quantity of illicit opium, Revenue Officer W. Ward said that the drug was concealed in the bottom part of a water tank. A fine of \$300 or two months' jail was imposed.

A man named Leung Chor-ye (27), a member of the crew of a fishing junk, was admitted to the Government Civil Hospital at 11 a.m. yesterday suffering from injuries caused by an explosion of dynamite, whilst engaged in fishing in Chinese waters. He died at 4 o'clock this morning.

Two boat mistresses were to-day charged before Comdr. J. B. Newell, in the Marine Court, with failing to exhibit white lights on their vessels visible all round not less than three feet above the gunwale. One was arrested in the Central Fairway and the other off Kellett Island. On the charges being admitted, the accused were each fined \$10.

An Armstrong car, owned by Colonel T. A. Robertson, and driven by his chauffeur, narrowly escaped destruction outside the West Gate of Taikoo Dock at 5.30 p.m. yesterday. Two wires of the high-tension system fused under the bonnet of the car. The Fire Brigade were called, but the fire was extinguished with sand before they arrived. The car suffered no serious damage.

## JULY 9.

### Anniversary of Canton's Expedition.

Canton, To-day.  
In commemoration of the fifth anniversary of the Northern Punitive Expedition to-day the provincial and city Kuomintang held a monster meeting at 10 a.m.

To-day has been proclaimed a general holiday so that members from the various Government organs and public bodies as well as students from all the schools and colleges were able to participate in the meeting, which was held in the auditorium of the Municipal Kuomintang Headquarters—Central Press.

## "TISSUE OF LIES."

### Junk Robbery Case Dismissed.

EVIDENCE WORTHLESS.

Wong Shun and Chun Tai, charged with armed robbery on board a junk at Sau Si Mun on May 1, were yesterday discharged by Mr. Hamilton at Kowloon Magistrate's Court.

First accused denied the allegations, and the second man said he was not in Sau Si Mun at the time. The Magistrate said that the whole of the evidence was a tissue of lies upon which no jury could convict. The crew of the junk had concealed their return to Hong Kong, which discredited them utterly. He believed the second man's alibi, but could not accept the story of the first when he said he had been beaten by the police. He was satisfied the man had made the statements voluntarily.

However, neither man could possibly be guilty of the charges brought against him.

## HOLYROOD LEVEE.

### King Holds Court at Edinburgh.

THRONES OF OAK.

Rugby, Yesterday.  
The King and Queen held a Court and Levee at Holyrood Palace, Edinburgh, to-day, attended by 1,000 guests. The Duke and Duchess of York were in the Royal Circle and the King and Queen occupied the new Throne Chairs, made of British oak—British Wireless Service.

## BRITONS GASSED.

### Former R.A.F. Man Among the Victims.

A fume-poisoning tragedy in which three British employees have lost their lives and two are seriously injured has occurred at the Darwendale tobacco estates, 40 miles from Salisbury, Southern Rhodesia. Two native workmen were also seriously injured.

The names of the victims are given as:  
J. E. Lacey;  
A. Milne Davies; and  
J. Rivett Carnac (who was formerly in the R.A.F. and has a family in England).

It appears that section of the warehouse was being fumigated when a native employee ran into the house of Mr. Salmon, a member of the office staff, shouting that a disaster had occurred. Going to the warehouse, Mr. Salmon found the seven men all unconscious on the ground. He dragged them out but the three Englishmen died while being taken to hospital.

## WAGES ARE INCREASING.

### Steel Cartel President's Opinion.

Aloyse Meyer, President of the European Steel Cartel, in a discussion of the problem of high wages at the International Chamber of Commerce Convention in New York, brought out the fact that in the entire world "actual wages are constantly increasing." Mr. Meyer drew a clear cut distinction between nominal wages and real wages, and insisted that he was speaking of real wages.

Mr. Meyer wants more scientific data upon which real wages can be based. High wages without any regard for other factors is no solution for the economic ills of today, but rather a cause of much of the confusion and trouble, he insisted. He even went so far as to say that high wages had been an important contributing factor in the depression.

"The general tendency may and should be directed toward high real wages," Mr. Meyer concluded, "but economic conditions, stronger than any theory, impose the measure which must not be exceeded without endangering the general economic balance of the country."

A civic auditorium, with a seating capacity of 9,400 and embracing many special features of interior construction, will be erected in Winnipeg at a cost of \$1,500,000, provided the necessary financial arrangements are completed by the local group sponsoring the project. The plans call for an imposing building of Manitoba limestone, 850 feet by 160, and fronting on Memorial Boulevard between St. Mary's Avenue and the present university buildings.

In April, exports of wheat from the Dominion totalled 16,660,843 bushels—more than 3,000,000 bushels in excess of exports for March. Of the total, 15,095,843 bushels were cleared from seaboard ports.

## "CARTOONISTS' KING."

### Picks His Favourite Funny Stories.

In this course of the eighteen years he has been drawing BRINGING UP FATHER, the famous comic published by the China Mail, George McManus has used more than 6,000 funny stories and gags. John B. Kennedy, associate editor of Coker's Magazine, induced him to select those he liked best and tell them over the radio. Here are the choice ones that give the "King of Cartoonists," as Kennedy calls him, his biggest laughs:

"A mother and her son were listening in on the radio. As one programme ended, a new announcer took up the task of informing listeners about what was coming next.

"Willie, don't get so close to the loud speaker," the careful mother warned. "That announcer talks as though he had a bad cold."

"I was stopped on the street recently by a beggar.

"Mister, can you give me a dollar to get something to eat?" he asked.

"Don't you think you'd have better luck if you asked for a dime or a quarter?" I wanted to know.

"Give me whatever you want, mister," the beggar said, pocketing the quarter I handed out. "But don't try to tell me how to run my business."

"No collection of stories can be complete without the one about the Scotsman who was standing on a bridge as a boat capsized in the stream below. The rower plunged into the water, sank twice and came to the surface again. Just as he was about to go down the third time the watcher called out:

"If you don't come up this time, can I have the boat?"

"A patron of a speakeasy missed his watch and complained to the proprietor that he believed another patron had stolen it. The speakeasy owner promised to investigate and returned shortly with the missing timepiece.

"I ought to go over and punch that guy's nose," said the offended patron.

"Please don't," said the speakeasy owner. "He doesn't know I got it."

"He was the son of a frugal Jewish father.

"Father, will you give me a quarter?" he asked.

"Und for vat?"

"I want to go to the circus, to see the snakes."

"You should waste it money looking by snakes!" exclaimed the outraged parent. "Mit a mogniflyk glass you can see one free, for notink, if you find a worm!"

"Last but not least there's the joke on myself, which was pulled by Wilton Lackaye, a friend.

"I wish I could drive all comic artists into the river," he complained.

"Why, Wilton, I always thought you were a good friend of mine," I protested.

"Well, George," he came back, "I am. But to get rid of the rest of them, I'd sacrifice you."

After telling the radio audience these stories McManus explained to friends that while those were his favourites at that particular time, he might pick six entirely different ones on another occasion.

"What you laugh at one day, may seem pointless to you the next," he said. "That's what makes the life of a comic cartoonist difficult—he's got to try to pick out gags that will please most of the people no matter what their moods."

McManus has been succeeding so well in this difficult matter that the title, "King of the Cartoonists," describes his ability without exaggeration.

## Ten Years Ago.

[From the "China Mail" of July 9, 1921.]

To-day's dollar is worth 2/7½.

The loss of ships lifeboats was mentioned when Mr. D. J. Lewis appeared before Magistrate Orme on behalf of Messrs. Butterfield and Swire to prosecute a coal cooler for the theft of several pieces of cork on board the s.s. Llanan.

The Magistrate passed sentence of three months' hard labour.

Inspector Spear applied for stocks.

Mr. Lewis suggested Wanchai, which he said was the centre for coal coolers.

The Magistrate ordered four hours' stocks in lieu of the first day.

**LIVING CELLS**  
seen through microscope.

Weak cells deficient in calcium. The nucleus is shrivelled up.

Strong cell, rich in calcium. Well-developed nucleus.

**Build up a strong Constitution**

The strengthening influence of Kalzana, the Calcium food, on the entire system is due to the fact that Kalzana provides every cell of your body with the Calcium (lime) it needs to keep it strong and healthy.

By taking Kalzana you will conquer all those forms of weakness, which are due to lack of Calcium in the body, such as:

### GENERAL DEBILITY

Kalzana strengthens the cells of nerves, bones and blood—it increases your power of resistance against illness and fever and has a remarkable tonic effect on your health.

### WEAK TEETH

Kalzana makes the teeth strong and hard and prevents decay. Remember that your teeth are almost entirely built up of Calcium and any deficiency of Calcium in your body will bring about decay and weakness in your teeth.

### WOMEN'S DISEASES

By strengthening the blood and nerves Kalzana regulates the functions peculiar to women. It relieves undue pains, cures irritability and soon brings you back to care-free health.

**Kalzana**  
THE CALCIUM FOOD

Made in Germany from purest Calcium and Potassium.

Obtainable at all Chemists and Druggists.



## SAFETY OF AIRCRAFT

Duke of York's Tribute to Fine Service.

## WORK OF A.I.D.

The Duke of York attended the annual dinner of the Technical Staff Association of the Aeronautical Inspection Directorate at the Holborn Restaurant, Mr. J. J. A. Gilmore, the chairman of the association, presided.

Proposing the toast "The Aeronautical Inspection Directorate," the Duke of York said: "It gives me great pleasure to be with you this evening at what I understand is the sixth dinner of the Aeronautical Inspection Directorate and to notice how well the other branches of the Air Ministry are represented here. The other day I was reading Poynter's Diary, and I will venture to adapt slightly and quote a passage which seems to me to be relevant to this party:—'Visited my Lord Sandwich and there dined with a company of friends. Did hear much discourse of the troubles on the State and had speech with a gentleman who had travelled in Wales. He told me how Snowden above all things, though very full of traps for the unwary; and how strangely certain Welshmen behave who follow no straight path, but turn hither and thither, as it were, in uncertainty. But Lord! To think how soon I forgot my troubles in good company, with feasting and music. And so to bed, after much pleasure and enjoyment.' (Laughter.)"

## An Efficient Service.

Well, the happy spirit of this gathering is due, I know, to the fact that your department works on the most friendly terms with its fellow departments, and that is something on which I warmly congratulate you. Most of you know about the origin of the work of the A.I.D., which will always be associated with the names of the late Sir David Henderson and its first Director Colonel Fulton. You know how it inspects all aircraft equipment of the R.A.F.; how it supervises all British civil aircraft; and so on. It works in the closest possible touch with the aircraft industry, and representatives of the directorate are stationed along most of the principal British air routes throughout the world who are responsible for the safety of all British aircraft passing their stations. Proof that their fine service is appreciated may be found in the high tribute paid to it by Mr. Montague in his speech on the Air Estimates in the House of Commons this year. He spoke on this question in some detail, but I think the gist of his remarks is contained in this sentence:—'I have personally seen the A.I.D. system at work and I can speak for its efficiency.'

I am inclined to wonder whether the country as a whole realises the enormous burden which this Department carries on its shoulders, for the work of an aircraft inspector involves great and heavy responsibilities. He holds in his hands the lives of the pilot and passengers. At any time it may be his duty to take a stand which clashes with the interests of others, and if an element of doubt exists in his mind he has to guard against the danger of allowing outside circumstances to influence his decision. It is only right that this should be understood and that the services of these men, who have to carry out such important duties should be fully recognised in every way.

In coupling with the toast the name of the present director Lieutenant-Colonel H. W. S. Outram, the Duke of York said he had done much to maintain

the independence and efficiency of his Department.

## Two Years' Task.

Lieutenant-Colonel H. W. S. Outram, Director of Aeronautical Inspection, in reply, said that the work of re-arranging and re-equipping the different sections of the Test House at Kidbrooke had been proceeding steadily during the last two years, and it had now reached a stage at which they were no longer a little ashamed to show it to those whose test reports were checked by the Kidbrooke staff. Special arrangements were made to show those people who were interested round the Test House on the afternoon of Tuesday, June 23. Invitations, which must be limited in number, would be issued and distributed through the A.I.D. inspectors at the various offices and works.

The Chairman, proposing the toast of "The Visitors," spoke of the interest which the Duke of York took in furthering the industrial welfare of the nation. A little note of sadness crept into their welcome of the visitors that night when they remembered that on the last occasion they had with them Sir Sefton Branner, Major Percy Bishop, and "Sandy" Bushfield, who laid down their lives on a stormy night last autumn in a gallant attempt to show the world what Britain knew of airships.

Lord Amulree, Secretary of State for Air, in reply, said that the honour which the Duke of York had conferred on the Air Ministry and A.I.D. in attending the dinner was yet another proof of the practical interest which members of the Royal Family were taking in flying and matters connected with aviation. The Air Ministry was also very gratified at the use made of aircraft by the Prince of Wales in his recent visit to, and tour in South America. It was another striking example of the efficiency of British aircraft. (Cheers.) It was also very gratifying at such a time of trade depression to find exports of the British aircraft industry so much higher than five years ago. The export of aeroplanes, engines, and spare parts from Great Britain in 1926 was £307,000; 1927, £345,000; 1928, £361,000; 1929, £1,558,000, and 1930, £1,423,000. No fewer than 26 foreign countries were using aircraft or engines of British make. The figures of exports included exports to the Dominions and Colonies, but not the value of those sent to India.

## Foreign Market.

Speaking of the firms who had recently assisted in demonstrating to other nations the efficiency of British aircraft, Lord Amulree said that although the Air Ministry were steadily increasing their orders for aircraft for the Royal Air Force as it expanded, to secure continuity of employment, it was important that firms should do their utmost to secure orders from abroad. He was, therefore, glad to know that special attention was now being paid to this, and that the value of co-operation in foreign markets was being realised, as was shown at the recent exhibition in Buenos Aires. There were, however, other markets, and he desired to draw the attention of the aircraft industry to the Aero Exhibition which was being held at Stockholm. The standard of inspection of the British Aeronautical Inspection Directorate had, he said, become the standard for the whole world, so much so that the Air Ministry was often embarrassed by the number of requests from foreign purchasers who wished to avail themselves of the services of the A.I.D. (Cheers.)

which he was unable to extricate himself.

Sir Francis Wylie, Secretary of the Rhodes Trust, stated that Mr. Laight had a distinguished career in Africa and bore an extremely good character, but his father was unable to make him any allowance and Sir Francis expressed the opinion that a Rhodes Scholarship was hardly enough to keep a student at Oxford without some allowance.

An Oxford undergraduate, when asked his opinion, said that no Scholarship would provide more than about £200 a year and he thought that £250 was the least that was necessary, while an undergraduate at Cambridge thought £300 constituted the minimum.

A new species of blueberry, from the experimental farm at Ottawa, has been tried out on the Sandhills Forest Reserve just east of Winnipeg. The berry is claimed to be as big as a marble and will last taken from the district show that it should thrive.

## ROUND THE LOCAL CINEMAS.

What Mail Reviewers Say.

## "SUNNY SIDE UP."

Although it is its third return here, "Sunny Side Up," which has been screened at the Queen's Theatre and Star Theatre, is now billed as the attraction at the World Theatre to-day to Saturday.

The cast is headed by Charles Farrell and Janet Gaynor, the screen's most lovable pair. They are ably supported in every direction by Sharon Lynn, Frank Richardson, El Brendel and Marjorie White. The latter three add greatly to the success of the production with their comedy.

Song favourites such as "Keep Your Sunny Side Up," "I'm a Dreamer," "Pickin' Petals off Daisies," "Turn On the Heat," and "If I had a Talking Picture of You" are once more revived. On the whole, "Sunny Side Up" is well worth a visit.

## "HELL HARBOUR."

Thrills, romance, delightful scenery, and an intriguing plot are all included in the attraction now being screened at the Star Theatre.

"Hell Harbour" is a story of the Caribbean strand, reminiscent of the days of the pirates, from whom the attractive heroine Anita Morgan (Lupe Velez) is reputed to have descended.

The story opens with the murder of Peg-leg, a wanderer who has repaired to the island dance hall to spend his earnings, the proceeds of a pearl deal with Joseph Horngold (Jean Hersholt). Anita's father is the assassin, and the whole scene is witnessed by Horngold, who uses the occurrence as a lever to force Morgan to sell his daughter in marriage. The advent of an American trader upsets the arrangements, however, and a terrific climax puts an end to all the difficulties.

The picture is not without humour, and the acting is superb, although the chief aim of the director seems to have been the setting. The preceding comedy entitled "The Bath Between" is remarkably witty, and one of the best that has been shown at the Star Theatre for a considerable time.

## From Other Sources.

## "PHANTOM OF THE OPERA."

An interesting sidelight on the showing of "The Phantom of the Opera" at the Central Theatre, which is now having its final showings to-day, is the fact that two carpenters go through the house each night after the performances to tighten the seats which are loosened by the audience. The impact on the seats during the many thrills in this picture proves disastrous to the screws holding the seats in place and many of them are loosened.

The thrill that makes the seats absolutely unsafe is obtained when the mask is ripped from the face of Lon Chaney, whose impersonation of the Phantom is the most grotesque make up he has yet obtained.

Notwithstanding the many thrills which cinema goes always like to have, there are in the picture a whole set of "Faust" in technical colour, with many graceful actings and songs which you can hardly see or hear in Hong Kong. Those who have not seen this picture in "talkie" form are advised not to miss their last chance.

## "MEN ON CALL"

Proving once again the age-old truth that heroism is the greatest dramatic force to stir audiences to the depths of their emotions, "Men On Call," Fox movie tone dramatization of stern realities faced by the Coast Guard in their constant vigil to safeguard our storm-swept coasts is featuring Edmund Lowe, Mae Clarke and William Harrigan, will thrill audiences at every performance at the King's Theatre.

John Blystone directed the story which deals with two men of the service, who, fate decreed, should fall in love with the same girl. One man knew her before he joined. The other, his captain, befriended him, made his life easier in the service, then helped him rescue the girl from attempted suicide, without ever realising who she was.

William Harrigan portrays the role of the sympathetic captain who trusted all women. He never knows that his love for Mae Clarke can never be fulfilled, until a storm at sea threatens her life and sends Edmund Lowe to her rescue. Awake at last to the fact that her love is real and that she is his, "Men On Call" was filmed almost entirely "out of doors" along the

beautiful coast of Northern California, and shows actual Government Coast Guard Stations, personnel and equipment.

## "COMMON CLAY."

Stage training is admittedly a good preparation for talking film roles, but it's even better when that stage training includes many performances of the same role that a player later enacts before the camera and microphone.

This is the secret of much of Deryl Mercer's success in the talkies, the actress-revealed recently. A cosmopolitan by birth and training, the daughter of a Spanish diplomat and a British concert singer and educated in both Spain and Britain, Miss Mercer had a long and varied career on the British stage before going to America.

Her most recent appearance is with Constance Bennett in "Common Clay," the dramatic Fox movie tone sensation co-starring Miss Bennett and Lew Ayres, which is now at the Queen's Theatre.

## BROADWAY SCANDALS.

Sally O'Neil, who is starred in "Broadway Scandals," the all-talking, singing, dancing musical comedy sensation coming to the Central Theatre to-morrow, possesses that rare combination—good common sense and artistic ability.

Both these characteristics are hers by inheritance. The common sense comes to her from her father, Thomas Francis Noonan, who was a Justice of the Supreme Court. At the time of his death, he was a prospective candidate for the post of Secretary of War. Artistic ability, in good measure, was contributed by her mother, Hannah Kelly, who was an opera singer. These qualities make Sally an extremely intelligent and congenial artiste.

Miss O'Neil has appeared on the stage but once. This was quite recently in a Fanchon and Marco act. But she loves the footlights and is preparing herself for the time when she will take Broadway by storm. And Sally will. Her dancing and singing in "Broadway Scandals" surpasses those of many Broadway musical comedy queens who are now the talk of the Great White Way.

Jack Egan, who starred in "Broadway Hoofers," shown recently at the Central Theatre, and Carmel Myers, a silver-screen beauty, both appear in this musical extravaganza.

## "SPLINTERS."

By special request of the public, the management of the King's Theatre decided to re-screen the famous British Film "Splinters" for another two days, commencing on Sunday next.

"Splinters" were so obvious the effect on the spirits of the troops, that General Horne, after witnessing a performance, promised every assistance and caused the "Bra Sa Theatre" to be built. Very soon "Splinters" became something more than a concert party; it became an institution.

By this time, Hal Jones and Reg Stone, the female impersonator, had become immensely popular. Tommy within miles of the show used to make an effort to get there.

The end of the War did not bring about the end of "Splinters," however; and to-day, more than eleven years afterward, the show with its chorus, its principal comedian, Hal Jones, and Reg Stone, is still a feature at the London and Provincial theatres.

## "CITY LIGHTS."

Charlie Chaplin undertakes to master another phase of motion picture making in his super-production, "City Lights," which is returning by popular request on Thursday next to the Queen's Theatre, adding to his accomplishments of author, director, star, and producer that of composer of music.

While "City Lights" is absolutely void of dialogue, it is fully synchronised with music, and sound effects are also included. The entire musical accompaniment, with but several exceptions, is the original creation of Chaplin. He was assisted in the arrangement by Arthur Johnston of the Irving Berlin organisation. Although it is not generally known, Charlie Chaplin is an accomplished musician. In this art, he is self-taught and he is known to be the master of numerous instruments. His talent in this respect includes the violin, cello, piano, organ, concertina and several of the brasses.

With the coming of synchronisation in motion pictures Chaplin decided to undertake the accompaniment to his first sound production, "City Lights." For a year or more he has devoted much of his time to the outstanding numbers to be offered with his latest picture is "Beautiful, Wonderful Eyes." The melody as well as the words of the ballad are Chaplin's although only the music accompanies the film.

## SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Entertainments.  
To-day — King's Theatre;  
"Men On Call."  
To-day — Queen's Theatre;  
"Common Clay."  
To-day — Central Theatre;  
"Phantom of the Opera."  
To-day — Majestic Theatre;  
"The Singing Peony."  
To-day — World Theatre;  
"Sunny Side Up."  
To-day — Star Theatre;  
"Hell Harbour."

Home Malls.  
To-morrow—Inward from Europe via Siberia (Hakone Maru); Outward for Europe via Siberia (Isar), 3.30 p.m.  
Saturday—Inward from Europe via Negapatam (Fushimi Maru); Outward for Europe via Marseilles (Hakone Maru), 12.30 p.m.  
Land Sales.  
Monday—At P.W.D. Offices, two lots of Crown land, 3 p.m.  
Sports.  
See Sports Diary on Page 4.  
Miscellaneous.  
July 18—Bazaar in aid of St. Paul's Hospital Fund, 10 a.m.

RADIO  
TO-DAYS PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 355 metres.  
6-8 p.m.—European Programme of Columbia Records kindly supplied by Messrs. Anderson Music Co.  
6-6.27 p.m.—Orchestral.  
The Season's Ballet (Glazounov).  
Alexander Glazounov's Orch. (LX29-30).  
Dance of the Flowers (Debussy).  
Lucerne Kuraal Orchestra (LX30).  
The Three Bears (Coates).  
Piazza Theatre Orchestra (9499).  
6.27-6.45 p.m.—Vocal Gems from Opera.  
Marijanna (Wallace).  
Clara Sorana, Francis Russell, Dennis Noble and Chorus (19372).  
The Three Musketeers (Grey-Frill).  
Columbia Light Opera Co. (DX56).  
6.45-7.23 p.m.—Concert Items.  
Pianoforte Solo.  
Leslie Stuart's Popular Songs (Stuart) ... Leslie Stuart (9008).  
Song.  
Good-Bye (Tosti).  
O Lovely Night (Landon Ronald).  
Eva Turner, Soprano (L1827).  
Violin Solo.  
Hungarian Folk Tunes (Szigeti).  
Joseph Szigeti (LX31).  
Song.  
O Vision Entrancing (Thomas).  
My Dreams (Tosti).  
Tom Burke, Tenor (L1951).  
7.23-8 p.m.—Variety.  
Orchestral.  
Ever Green—Selection.  
Nippy—Selection.  
The Stage Orchestra (MR238).  
Piano-Accordion Solo.  
Blaze Away.  
Mackenzie Reid (MR315).  
Vocal Duet.  
Slippy Hollow.  
My Heart is Where the Mohawk Flows To-night.  
Carson Robinson and Frank Luther (MR316).  
Orchestral.  
The Mosquitoes' Parade.  
London Novelty Orchestra (MR209).  
Cornet Solo.  
Columbina.  
Lucille ... Jack Mackintosh (MR274).  
Piano Solo.  
Sids by Sids.  
Norman Long (5187).  
8 p.m.—Local Time & Weather Report.  
8.03-10.30 p.m.—Chinese Studio Concert.  
10.33 p.m.—Close Down.

ECONOMIC SUB-PARLIAMENT.

Mr. Winston Churchill's Suggestion.

THREE YEARS' MEMBERSHIP.

London, June 15.

The establishment of an economic sub-Parliament, composed of persons possessing special qualifications in economic and commercial matters, to discuss such questions, and to which Bills might be referred after their second reading, was suggested by Mr. Winston Churchill, giving evidence before the House of Commons Select Committee which is considering procedure on public business.

Mr. Churchill suggested that the sub-Parliament should consist of 120 members, of whom 40 should be members of the House of Commons experienced in these subjects, and 80 business men, trade union representatives, or economic authorities.

The leaders of the parties would choose the whole of the 120 in proportion to the strength of the parties in the House of Commons. Those chosen should include no fewer than 20 members of the House of Lords. The term of membership should be three years.

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CB233—Peanut Vendor ..... Fox-Trot.  
—When Kentucky Bids .....  
CB222—You're Driving Me Crazy .....  
—When You Were My Sweetheart .....  
CB264—Share My Umbrella .....  
—Sunshine and Shadows .....  
CB257—City Lights .....  
—Out of Nowhere .....  
CB249—Ten Cents a Dance .....  
—I'll Be Good Because of You .....

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## RHODES SCHOLARSHIP PROBLEM.

South African Student in Financial Difficulties.

## "VARSITY" OPINIONS.

London, June 5.

The question of whether the Rhodes Scholarships are adequate for Oxford undergraduates needs to be discussed, as a result of the failure of a South African scholar to maintain himself on the allowance made by the Rhodes Trustees.

Mr. Brandon Laight, (26), an undergraduate, was charged before the Oxford Magistrates with "obtaining goods from Oxford tradesmen by worthless cheques." Mr. Laight, who pleaded guilty and was bound over on an undertaking that he would return to South Africa, said that he got into financial difficulties from







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Passengers to LONDON (Overland).

## NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Italy
*S.S. "PILSNA"	July 12	Aug. 2
S.S. "VENEZIA"	July 27	Aug. 30
M.V. "HILDA"	July 28	Aug. 9
*S.S. "TEVERE"	July 28	Aug. 9

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FROM \$79 TO \$120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Monday, 21st July.
SHINYO MARU	Tuesday, 21st July.
ASAMA MARU	Wednesday, 5th August.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.	Tuesday, 28th July.
HIKAWA MARU	Tuesday, 28th July.
HIYE MARU	Tuesday, 28th August.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Saturday, 11th July.
HAKEONE MARU	Monday, 27th July.
YASUKUNI MARU	Monday, 27th July.
SYDNEY & MELBOURNE via Manila & Ports.	Saturday, 25th July.
KAMO MARU	Saturday, 25th July.
KITANO MARU	Saturday, 25th August.
MANILA.	
SHINYO MARU	Monday, 13th July.
BOMBAY via Singapore, Penang, & Colombo.	Saturday, 11th July.
TANGO MARU	Saturday, 11th July.
TOKUSHIMA MARU	Tuesday, 28th July.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	Tuesday, 28th July.
HEIYO MARU	Tuesday, 28th July.
NEW YORK, BOSTON via Panama.	Monday, 18th July.
TATSUNO MARU	Monday, 18th July.
LIVERPOOL via Port Said, Suez, Constantinople, Genoa.	Sunday, 18th July.
DURBAN MARU	Sunday, 18th July.
CALCUTTA via Singapore, Penang & Rangoon.	Wednesday, 15th July.
MURORA MARU	Wednesday, 15th July.
MALACCA MARU	Wednesday, 29th July.
SHANGHAI, KOBE & YOKOHAMA.	
FUSHIMI MARU	Saturday, 11th July.
KITANO MARU (Nagasaki direct)	Friday, 17th July.
BENGAL MARU	Saturday, 18th July.

For further information apply to:—NIPPON YUSEN KAISHA  
Telephone 30291. (Private exchange to all departments.)

# O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	La Plata Maru	Mon., 20th July
MOMBASA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH, BETH & CAPE TOWN, THENCE TO RIO DE JANEIRO & SANTOS via Singapore & Colombo.	Madras Maru (omit- ting Dar-Es-Salaam, Beira, P. Elizabeth, Rio de Janeiro & Santos)	Fri., 17th July
BRISBANE, SYDNEY, MEL- BOURNE, AUCKLAND & WELLINGTON via Manila. JAPAN PORTS (Frequent Services).	Melbourne Maru	Thurs., 6th Aug.
LONDON, HAMBURG, ROT- TERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Amazon Maru	Sun., 12th July
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Paris Maru	Tues., 14th July
BOMBAY via Singapore, Belawan Deli & Colombo.	Tokai Maru	Thurs., 9th July
CALCUTTA via Singapore, Belawan Deli & Rangoon.	Kwansai Maru	Thurs., 23rd July
HAIPHONG via Hothow & Fakhoi (Fortnightly).	Borneo Maru	Sun., 18th July
SEALUNG via Swatow & Amoy (3 p.m. every Sun- day).	Celebes Maru	Mon., 8th Aug.
TAKAO via Swatow & Amoy (Fortnightly).	Havana Maru	Sat., 18th July
	Hozan Maru	Sun., 12th July
	Canton Maru	Sun., 19th July
	Dell Maru	Thurs., 16th July

For further particulars please apply to:  
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Telephone 25961.

# BRITISH WUCHOW LINE

SAILING DATES FOR JULY, 1931 (Subject to Change).

DEPARTURE HOURS: Hong Kong 5.30 p.m. Wuchow 8 p.m.

Steamer	Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
TAI-MING	WED. 8th	FRI. 10th	THURS. 9th	FRI. 10th
TAI-MING	WED. 11th	MON. 13th	TUES. 14th	WED. 15th
TAI-MING	TUES. 14th	THURS. 16th	FRI. 17th	SAT. 18th
TAI-MING	FRI. 17th	SUN. 19th	MON. 20th	TUES. 21st
TAI-MING	MON. 20th	WED. 22nd	THURS. 23rd	FRI. 24th
TAI-MING	WED. 24th	FRI. 26th	SAT. 27th	SUN. 28th
TAI-MING	SAT. 27th	MON. 29th	TUES. 30th	WED. 31st
TAI-MING	FRI. 31st	SUN. 2nd	MON. 3rd	TUES. 4th

For further particulars apply to:—SANG WO LI



## WATER LEVELS.

### Details for West, North and East Rivers.

The following table, issued by  
the Kwangtung River Conservancy  
Commission, shows in feet the  
water levels on the West River,  
North River and East River on  
the dates named:—

	July 7	July 8	July 9
West River at Shihching	29.4	29.4	29.4
North River at Samshui	22.0	22.0	22.0
East River at Shihching	25.5	25.5	25.5
The level at Shihching on July 5	33.7	33.7	33.7
The highest levels recorded are:—			
Shihching, 41 feet; Tsingyuen, 28.2 feet; Samshui, 27.8 feet; Shihching, 11.5 feet.			
The lowest levels on record are minus 5 feet at Samshui, and minus 2.7 feet at Shihching.			

## HOME ENGINEERING

### All-Electric Passenger Vessel.

A Diesel-electric passenger ship,  
Lochfyne, designed for service on  
the West coast of Scotland, suc-  
cessfully completed her trials and  
150 shipowners, shipbuilders and  
engineers took part in a demon-  
stration trip on the Clyde.

Great interest was displayed in  
the unique method of control and  
propulsion. The vessel is controlled  
directly from either side of the  
bridge, instead of by the usual  
method of relayed, and hence delay-  
ed, control. The power of  
manoeuvring due to instant re-  
sponse to control, is unparalleled.

The Lochfyne is equipped with two  
1,000 H.P. Paxman heavy oil fuel  
engines driving Metrovick gener-  
ators, which supply not only the  
power for driving the vessel, but  
also the electricity for the auxiliary  
machinery.

The engines are fitted with  
superchargers, and the space thus  
set free is available for extra  
passenger and cargo accommoda-  
tion.

The Lochfyne has been built by  
Messrs. William Denny and  
Brothers Ltd., of Dumbarton, for  
Messrs. David MacBrayne (1928)  
Ltd., of Glasgow. The main con-  
tractors for the machinery are  
Messrs. Davey Paxman and Co.,  
Ltd., of Colchester; the whole of the  
electrical gear being supplied by  
Messrs. Electrical Co., Ltd.,  
Trafford Park, Manchester.

## LAUNCHING HITCH.

### Warship That Refused to Take to the Water.

Stockholm, June 18.  
An incident similar to that which  
occurred at the launch of the Ger-  
man battle-cruiser Deutschland,  
happened at Carlskrona when  
Sweden's newest and largest  
torpedo-boat was to take to the  
water. While the matter ended well  
at Kiel, it ended badly at Carl-  
skrona. For the vessel which had  
been in too great a hurry to alide  
down into the water, never reached  
the water at all but remained hung  
up. All efforts to get her moved on  
have so far failed.

[Carlskrona in the south of  
Sweden has a fine, big harbour, and  
is the principal station of the  
Navy.]

## WARSHIPS IN PORT.

The following British warships  
were in harbour to-day:—  
Bridgewater—No. 13 buoy.  
Caradoc—North wall.  
Moorhen—South Wall.  
Odin—East wall.  
Sandwich—West wall.  
Sepoy—North arm.  
Seraph—North arm.  
Seraph—North arm.  
Tamar—Basin.

Foreign.  
Adamastor—Portuguese cruiser.  
Mindanao—American gunboat.  
Regulus—French sloop.

## CONSIGNEES' NOTICE

Consignees of cargo on s.s.  
Benalder are reminded to take de-  
livery of their goods which will  
be subject to rent after July 15.

## STEAMER MOVEMENTS

The C.P.S. R.M.S. Empress of  
Russia arrived at Kobe on July 8  
(Wed.) at 7.30 p.m. Leaves Kobe  
on July 12 (Sun.) at 8 p.m. and  
arrives at Yokohama on July 16  
(Fri.) at 5 p.m. The Empress of  
Russia on July 11 (Sat.) at 5 p.m.

## REDUCTION IN FARES.

### New Arrangements for Empress Liners.

The Canadian Pacific announces  
that, contingent sailing of the Em-  
press of Canada from Hong Kong  
on August 15, the second class on  
the White Empresses will be de-  
signated tourist cabin and fares  
will be reduced.

The present fares from Hong  
Kong to Victoria and Vancouver  
are:—

	2nd Class	New Fares
Emp. of Japan	G\$250.00	G\$230.00
Emp. of Canada	250.00	230.00
Emp. of Asia	230.00	190.00
Emp. of Russia	230.00	190.00

No changes will be made in the  
present second cabin accommoda-  
tion.

All tourist cabins are fitted with  
beds, hot and cold running water.

A superior grade of food and ser-  
vice will be provided.

For passengers travelling to  
Canada, U.S.A., or Europe on a  
limited budget, this new Empress  
service offers exceptional value.

## ARRIVALS OF SHIPS.

Tuesday July 7.  
Antung, British str., 2,107 tons,  
Capt. D. Lupton, from Amoy,  
buoy No. B15.—B. & S.  
Eng Lee, Chinese str., 865 tons,  
Capt. H. Maki, from Swatow,  
buoy No. B19.—Yee Tai Hong.  
Ryuhō Maru, Japanese str., 1,981  
tons, Capt. Ozawa, from Che-  
foo, buoy No. B21.—D.K.K.  
Tai Poo Sek, French str., 1,219 tons,  
Captain M. Paul, from K. C.  
Wan, buoy No. B13.—Wo Hop  
& Co.  
Tokai Maru, Japanese str., 5,046  
tons, Capt. K. Ishimaru, from  
Nagasaki, buoy No. A3.—  
O.S.K.

Wednesday, July 8.  
Benalder, British str., 3,047 tons,  
Capt. R. B. Dawson, from Sin-  
gapore, Kowloon Wharf.—Gibb,  
Livingston & Co.  
Haiching, British str., 1,284 tons,  
Capt. Ellis Walker, from Foo-  
chow via Amoy and Swatow,  
Douglas Wharf.—Douglas S.S.  
Co.  
Hal Hing, Norwegian str., 1,445  
tons, Capt. O. S. Olsen, from  
Swatow, buoy No. B16.—Thore-  
sen & Co.  
Hangsang, British str., 1,343 tons,  
Capt. J. Moodie, from Swatow,  
West Point Wharf.—J. M.  
& Co.  
Hozan Maru, Japanese str., 1,383  
tons, Captain H. Oyama, from  
Swatow, O. S. K. Wharf.—  
O.S.K.

Lushan Maru, Japanese str., 1,507  
tons, Capt. R. Nagasawa, from  
Canton, buoy No. C5.—N.Y.K.  
Lyemoom, British str., 1,784 tons,  
Capt. E. Holmes, from Sin-  
gapore, buoy No. A13.—Kwong  
Nam S.S. Co.  
Michigan, American str., 3,474 tons,  
Captain R. C. Lechner, from  
Kobe, buoy No. A4.—States  
S.S. Co.  
Mikkesan Maru, Japanese str., 1,961  
tons, Capt. K. Takayu, from  
Milke, buoy No. A9.—M.B.K.  
New Mathilde, British str., 842  
tons, Capt. D. Thomas, from  
Fakhoi, Kowloon Bay.—Yick  
Tai S.S. Co.  
Peru, Danish str., 5,223 tons, Capt.  
P. Sanson, from Dairen, buoy  
No. A6.—John Manners & Co.  
Tchekam, Chinese str., 806 tons,  
Capt. Lai Yee, from Hothow,  
buoy No. C1.—Wong On & Co.  
Tsinan, British str., 2,100 tons,  
Capt. W. Shaw, from Canton,  
buoy No. B17.—B. & S.  
Yuan On, Chinese str., 1,116 tons,  
Capt. O. Sovik, from Amoy,  
C.M.S.N. Wharf.—C.M.S.N. &  
Co.

## SHIP ON LEGS.

### Strange Dredger Built on the Tyne.

The strangest craft ever built on  
the Tyne left the river in mail week  
for Havre. The vessel is a dipper  
dredger built by Hawthorn, Leslie  
and Co., Ltd., for the Havre port  
authorities to the designs of the  
Buckley Erie Co., of Milwaukee.  
She is the first vessel of the kind  
to be built in Britain, and all  
machinery has been shipped from  
America. She has no propelling  
machinery, but her remarkable  
plant enables her to raise herself  
several feet in the water by means  
of four huge legs, each 70 ft. long  
which can be operated rapidly, and  
which jab into the river or sea bed.  
The dipper can tear into solid  
rock and scoop up ten tons of  
material at a time. The five steam-  
engines aboard and the whole of the  
plant can be operated from the  
bridge.

## HONG KONG TIDES.

The time used is Standard, or  
mean time of the meridian of 120  
deg. E.; 00h. is midnight; 12h. is  
noon. The heights are referred to  
the datum of the largest scale Ad-  
miralty chart of the place and  
should be added to the depths given  
on the chart unless preceded by an  
asterisk (\*); when they should be  
subtracted from the depths.

July 9 to 15, 1931.

Date	High Water	Low Water
July	Standard Time	Standard Time
9	04.45	01.15
10	05.15	01.45
11	05.45	02.15
12	06.15	02.45
13	06.45	03.15
14	07.15	03.45
15	07.45	04.15

## SALVAGE SCHEME.

### Search for Bullion on Principe de Asturias.

According to the New York  
Times, a party of business men is  
arranging to salvage the wreck of  
the Spanish steamer Principe de  
Asturias.  
The vessel foundered on the rocky  
coast of Brazil in 1915, while sea-  
ing from the British cruiser, Glas-  
gow. Among the passengers on  
board at the time were 500 Germans  
from Argentina, and 400 lives were  
lost when the steamer sank.  
The Principe de Asturias was  
carrying £1,000,000 in London  
money, British money from Argen-  
tina, and a quantity of bullion, the  
value of £200,000.

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— international atmosphere, countless diversions, World  
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	Hong Kong	Shanghai	Kobe	Yokohama	Honolulu	Vancouver
Empress of Japan	July 18	July 21	July 23	July 25	July 31	Aug. 5
Empress of Asia	July 31	Aug. 3	Aug. 6	Aug. 8	—	Aug. 17
Empress of Canada	Aug. 15	Aug. 18	Aug. 20	Aug. 22	—	Aug. 30
Empress of Russia	Aug. 28	Aug. 31	Sept. 3	Sept. 5	—	Sept. 14
Empress of Japan	Sept. 12	Sept. 15	Sept. 17	Sept. 19	—	Sept. 27
Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	—	Oct. 12
Empress of Canada	Oct. 10	Oct. 13	Oct. 15	Oct. 17	—	Oct. 25
Empress of Russia	Oct. 23	Oct. 26	Oct. 29	Oct. 31	—	Nov. 9
Empress of Japan	Nov. 7	Nov. 10	Nov. 12	Nov. 14	—	Nov. 22
Empress of Asia	Nov. 20	Nov. 23	Nov. 25	Nov. 27	—	Dec. 7
Empress of Canada	Dec. 4	Dec. 7	Dec. 9	Dec. 11	—	Dec. 20
Empress of Russia	Dec. 18	Dec. 21	Dec. 23	Dec. 25	—	Jan. 4

"Empress of Russia" and "Empress of Asia" call at Nagasaki.

## HONG KONG—MANILA.

	Leave Hong Kong	Arrive Manila
EMPRESS OF JAPAN	July 10	July 12
EMPRESS OF ASIA	July 24	July 26

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"ANTENOR" 5th Aug. For Port Said, Suez, Constantinople, Rotterdam, Hamburg and Glasgow.

**LIVERPOOL SERVICE.**  
"ANTIOCHUS" 20th July For Port Said, Suez, Havre, L'pool and Glasgow.  
"LAOMEDON" 21st Aug. For Port Said, L'pool, Havre & Glasgow.

**PACIFIC SERVICE.**  
(via KOBE & YOKOHAMA.)  
"TYNDAROS" 25th July For Victoria, Vancouver & Seattle.  
"PROTEUS" 22nd Aug. For Victoria, Vancouver & Seattle.

**INWARD SERVICE.**  
"MAURON" Due 8th July For Mgt. Kobe & Yokohama.  
"HELENA" Due 14th July From New York.

Also cargo steamers with limited passenger accommoda-  
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FIRST CLASS FARE TO SYDNEY, 77/6 RETURN.

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AUSTRALASIA, INCLUDING NEW ZEALAND AND  
QUEENSLAND PORTS, AND RED SEA, EGYPT,  
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PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
*MIRZAPUR	6,700	9th July	Straits, Colombo & Bombay.
*RAWALPINDI	17,000	18th July	Bombay, Marseilles & London.
*PERIM	7,700	25th July	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
*KHYBER	9,000	1st Aug.	Marseilles, L'An, R'dam & Antwerp.
*KIDDERPORE	5,300	5th Aug.	Straits, Colombo & Bombay.
*SOMALI	8,800	8th Aug.	Marseilles, Gib'tar, Havre, L'An, Hull, Hamburg, Rotterdam & Antwerp.
*RAJPUTANA	17,000	15th Aug.	Bombay, Marseilles & London.
*IPADUA	6,000	22nd Aug.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
*KARMALA	9,000	29th Aug.	Marseilles, London, Rotterdam, Ant- werp & Hull.
*CATHAY	15,000	12th Sept.	Bombay, Marseilles & London.
*ISUDAN	6,800	19th Sept.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
*KALYAN	9,000	26th Sept.	Marseilles, London, Rotterdam, Ant- werp & Hull.

\* Cargo only. † Calls Casablanca. ‡ Calls Djibouti.

§ Calls Karachi & Port Swettenham.

Frequent connection from Port Said for Passengers and Cargo to Con-  
stantinople, Piræus, Smyrna and other Levant Ports by steamers of the  
Khedival Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

*TAKADA	7,000	12th July	Singapore, Penang & Calcutta.
*SIRDHANA	8,000	27th July	Singapore, Penang & Calcutta.

\* Calls Port Swettenham.

B.I. Apcar Line steamers have excellent accommodation for 1st  
and 2nd class passengers.

## EASTERN & AUSTRALIAN SAILINGS (South).

NELLORE	7,000	1st Aug.	Manila, Rabaul, Brisbane, Sydney
TANDA	7,000	31st Aug.	& Melbourne.
NANKIN	7,000	2nd Oct.	

Regular monthly sailings from Hong Kong to Shanghai and Japan  
and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

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The P. & O. Branch Service of steamers to London via Suez.  
The New Zealand Shipping Company's steamers for Southampton and  
London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN.

Cheap Summer Trips to Japan, June to Sept.

TILAWA	10,000	17th July	Amoy, S'hai, Moji, Kobe & Osaka.
RAJPUTANA	17,000	17th July	Shanghai, Kobe & Yokohama.
*ALFORD	8,800	22nd July	Shanghai, Moji & Kobe.
SANTHA	8,000	31st July	Amoy, Moji, Kobe & Osaka.
KARMALA	9,000	31st July	Shanghai, Moji, Kobe & Yokohama.
*NANKIN	7,000	28th Aug.	Shanghai, Kobe & Yokohama.

\* Cargo only. † Calls Nagoya.

All dates are approximate and subject to alteration without notice.  
Passengers for Rangoon must defray their own Hotel expenses at  
Singapore while awaiting the on-carriage steamer.  
All cabins are fitted with Electric Fans on Punka Louvre System free  
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Steamers on London and Australian Lines are fitted with Laundries.  
Parcels measuring not more than 5 cu. ft. will be received at the Com-  
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ways and can accommodate any craft of 200 feet long.  
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Estimates furnished on application.  
Hong Kong, April 1, 1931.

## TUMULTUOUS WELCOME.

Empress of Britain in  
Her £2,000,000 Dock.

Quebec, June 2.  
Never did a vessel have such a  
reception at this historic port of  
Quebec as the giant white wonder  
ship, Empress of Britain received  
last night—never, at least, since one  
of her predecessors came bringing  
the Prince of Wales.

We steamed slowly up river to-  
wards one of the most magnificently  
sited cities of the Empire. Crow-  
ding the high bluff citadel, Quebec  
dominates the long reach of St.  
Lawrence, and the quaint buildings  
of this old French city cover the  
steep slopes leading to the river-  
side below.

All the afternoon aeroplanes had  
been circling overhead or roaring  
past level with the Empress of Bri-  
tain's decks. The green wooded  
banks of this lovely river were  
thronged with peasant farmers and  
their immense families. Every ves-  
sel we met sounded her siren and  
dipped her ensign in salute.

### Massed Spectators.

Meanwhile Lord Rothermere, Mr.  
W. D. Herridge, the new Canadian  
representative at Washington, and  
other distinguished passengers were  
giving short broadcast talks to the  
whole Dominion and the United  
States by the ship's wireless tele-  
phone system.

As we approached Quebec we  
gradually accumulated a whole fleet  
of escorting excursion steamers,  
tug-boats, speed-boats, and motor-  
craft of all kinds, their decks  
crowded with cheering people and  
maintaining a constant blare of  
sirens which was taken up by ves-  
sels lying in Quebec Harbour, in  
honour of the largest ship that has  
ever come up the St. Lawrence.

After a day of perfect Spring  
weather the sun set in a blaze of  
vivid crimson behind Quebec, throw-  
ing her high towers and the gun-  
studded bastions of the old fortress  
into black relief.

Then a chain of electric lights  
sprang out along the famous  
Dufferin Terrace, and we saw its  
whole length was thickly massed  
with spectators.

On every skyline more figures  
were silhouetted against the  
twilight sky, and shrill cheers rang  
out constantly across the water.

### Like A Ghost Ship

The ship's floodlights, illuminat-  
ing her funnels and upper-decks,  
had been turned on, and her search-  
light constantly swept the shore, so  
that she looked like a gigantic white  
ghost vessel.

We rounded the Citadel and went  
on to the new £2,000,000 dock that  
has been built for this ship and her  
successors. Here another huge  
crowd was waiting, and cars were  
parked thickly on a belt of reclaimed  
foreshore that had been built  
along the edge of Wolfe's Cove,

where he landed his troops to cap-  
ture Quebec in 1759. The heights  
of Abraham, which they scaled by  
a secret path, have been pierced by  
a special railway tunnel at a cost  
of £200,000 to link the Empress of  
Britain's new quay with the rail-  
way line for New York.

Captain Latta brought his 42,500-  
ton ship alongside the new dock  
without the least perceptible bump,  
though it was "a starboard land-  
ing," which sailors regard as the  
highest test of skill in handling a  
big vessel.

And so, through a densely pack-  
ed, excited mob, we landed. There  
can be few of Quebec's population of

## GOOD-BYE TO THE SEA AFTER 46 YEARS.

A Talk with Sir Arthur  
Rostron of the Cunard

### A VERY BUSY LEISURE.

Captain Sir Arthur Rostron,  
Commodore of the Cunard Line, has  
retired. He told me so himself  
when I talked to him at his house  
on the hill that overlooks South-  
ampton, writes an Evening News  
correspondent.

"Really retired," he said. "Not  
about to retire" or "thinking of  
retiring," but "has retired." I re-  
tired—after 46 years' at sea and 36  
years with the Cunard Company."

The sea has been his life.  
After nine years in sailing ships  
he joined the Cunard Line in 1895,  
as fourth officer in the Umbria.  
Promotion followed quickly: he  
commanded the Brescia and the  
Carpathia. When the Titanic  
foundered off Newfoundland after  
striking an iceberg it was Sir  
Arthur who picked up the wireless  
message of distress and rushed to  
the rescue.

He saved more than 700 passen-  
gers.

It is these hazards of the sea  
that to-day—the first day of his  
retirement—were exercising his  
mind.

"My retirement," he said to me  
"is, going to be devoted to two  
objects. The first is the improve-  
ment of my profession. I want to  
help all seafarers."

"There is in Southampton a local  
Club—The Master Mariners' Club—  
and I am going to put in a good deal  
of time working for it. We want  
to get rid of all the difficulties and  
the dangers that we sailors know  
still exist in our profession."

"Ships are getting bigger and  
more expensive and more difficult  
to navigate. We want to do every-  
thing to improve harbours, buoys,  
lights, lighthouses and every other  
aid to navigation."

I recalled the Titanic disaster.  
"The Titanic tragedy was un-  
doubtedly the event of my life," said  
Sir Arthur, slowly. "One can for-  
get an event like that..."

"The other thing I want to do  
now," he went on, "is to try to im-  
prove our relations with America."

A Word For America.  
Sir Arthur, of course, knows  
hundreds of Americans; he has re-  
ceived the freedom of New York,  
and was awarded the coveted U.S.  
Congress Gold Medal.

I want Britain to realise the  
real position in America," he said,  
"and all the difficulties the Ameri-  
cans have to face."

"Really, in England we scarcely  
realise what America has done or  
what America stands for."

"Millions of people have arrived  
in America in the past who have  
actually had to be taught to speak  
English! America has had difficul-  
ties that Europe never imagined."

"America is not looking to Bri-  
tain for help, but she would like  
some encouragement. I don't be-  
lieve in the prevalent cynicism  
about America. I believe that  
America is making progress all  
along the line."

"Apart from these two things,  
there is plenty for me to do. There  
is the garden.... and things about  
the house.... no idleness for me!"

185,000 who have not already seen  
their city's new pride, for, as one  
inhabitant said to me to-night,  
"There's never been such a fuss  
made about any ship since Noah's  
Ark."

## PORTHOS COLLISION.

Pilot of French Steamer  
Gives Evidence.

The first hearing of the Kikusui  
Maru—Porthos collision case was  
held in the Osaka Marine Court on  
the 2nd instant, Judge Ishida pre-  
siding. The disaster in which the  
Japanese steamer was sunk, with  
the loss of many passengers, oc-  
curred in the Akashi Straits on  
February 9 at about 7 p.m. in a  
severe snow storm.

Mr. Tojima Kanichi, first en-  
gineer of the ill-fated Kikusui  
Maru, was first to be examined.  
His examination lasted two hours,  
during which he gave a minute  
description of the circumstances in  
which the disaster occurred.

Mr. Mori Denkich, the pilot of  
the Porthos at the time of the ac-  
cident, was next examined.

Their testimony did not tally in  
many respects, and they were sub-  
jected to further examination when  
the Court resumed the hearing in  
the afternoon. For reference, the  
depositions of two passengers of the  
Kikusui Maru, Horikawa Seitaro,  
and Ikawa Kahel, were read.

Counsel then asked several ques-  
tions.

The hearing was resumed the  
following day, when Procurator  
Tomimaga addressed the Court.

After describing the movements of  
both steamers after their departure  
from Kobe, he said that the ships,  
which were sailing in the same  
direction at a disparity of four  
miles an hour in speed, came  
gradually nearer to each other and  
at 7.13 p.m. about 400 yards sepa-  
rated them off Hirao. The Porthos  
attempted to outslip the Kikusui  
Maru on the latter's port side, but  
failing in this attempt changed her  
course to the right. Just at that  
time, the Kikusui Maru turned her  
course to the left, resulting in a  
collision. The Porthos failed to  
act as she was required to act under  
Articles 24 and 27 of the Naviga-  
tion Law when she was very close  
to the ship which she intended to  
outslip, while the Kikusui Maru  
also made a mistake in going ahead  
without regard to the bearings of  
the two ships on each other when  
she was in a perilous position. On  
this ground, the Procurator asked  
the Court to suspend Mr. Mori  
Denkich, the pilot of the Porthos,  
for a year as captain or as pilot, and  
to suspend Mr. Tojima Kanichi, the  
first engineer of the Kikusui Maru  
for the same period as first  
engineer.

## COOLIES RESTLESS.

Rumours Without Real  
Foundation.

Rumours of a disturbance caused  
by Chinese coolies at Port Swetten-  
ham, current in Kuala Lumpur dur-  
ing the week-end, are without real  
foundation, says the Malay Mail,  
which adds:

What actually happened is as  
follows: About 2,000 coolies had  
been taken to Port Swettenham for  
repatriation, and were expected to  
leave the port on a Friday. The  
steamer was delayed at Penang,  
however, and did not arrive until  
the night of the day in question.

A section of the men became  
restless, and complained of hunger,  
eventually raiding a food stall on  
the wharf. The situation never got  
out of hand, and the only damage  
done was that to the stall. No one  
was injured.

The steamer left early on the  
following morning.

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DAYS



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Seattle In 16 Days

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offers the fastest  
time across the  
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pleasure... and it costs  
no more to travel  
this fastest route  
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Pacific.

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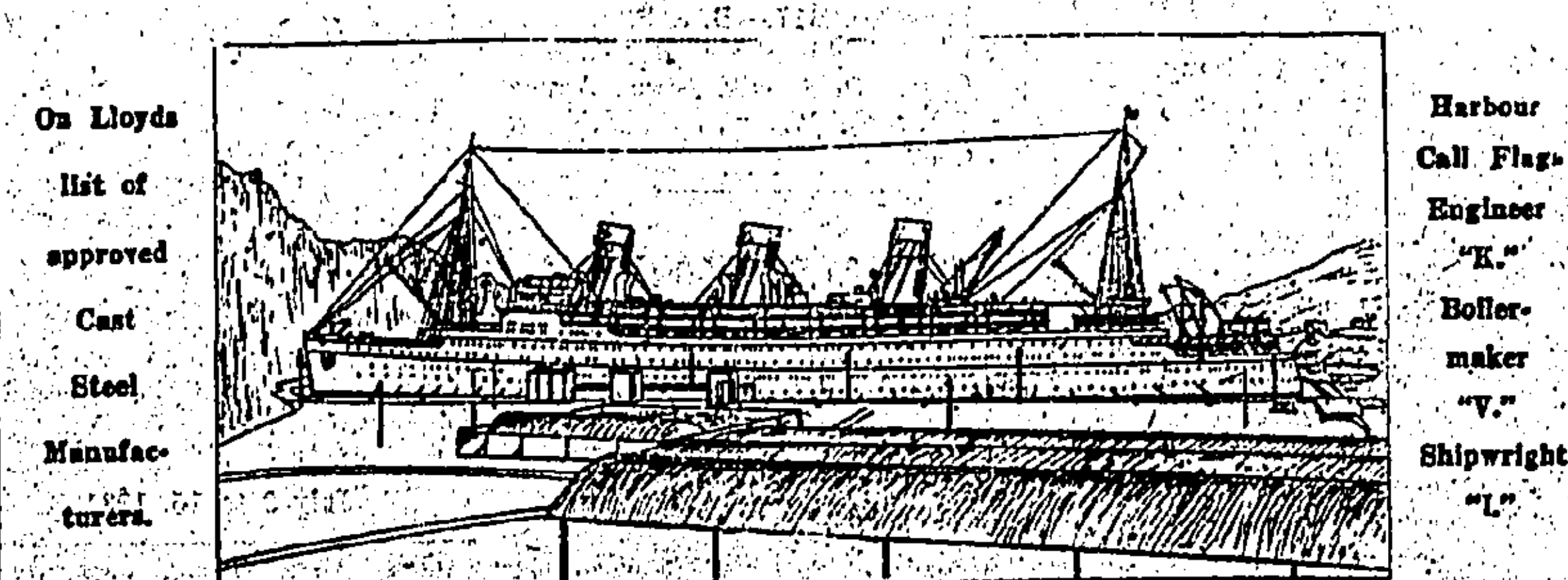
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The dimensions of No. 1 Dock are 700'0" x 88'0" x 30'0" over all. H.W. O.S.T.

Salvage Tug "Henry Kewick," 2,000 H.P. Wireless Call Signal "Y.P.T." and Flag

Call Signal "T.H.Q.B." (Shoebottom) capable of lifting 80 tons.

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H.M. DYER, B.S., M.I.N.A., Kowloon Dock, Hongkong.

## CONSIGNEES

### THE BLUE STAR LINE.

NOTICE TO CONSIGNEES.

Steamer: "CELTIC STAR"  
From CONTINENTAL PORTS.

CONSIGNEES of Cargo are hereby  
informed that all Goods are being  
landed at their risk into the Godowns  
of the Hongkong and Kowloon Wharf  
and Godown Company, Ltd., at Kow-  
loon, whence and/or from the wharves  
delivery may be obtained.

Optional Cargo will not be landed  
here, unless notice has been given 48  
hours prior to vessel's arrival, but  
carried on from port to port to the  
final port of call to which the option  
extends.

No claims will be admitted after the  
Goods have left the Godowns, and all  
Goods remaining undelivered after the  
9th inst. will be subject to rent.

All claims against the vessel must  
be presented to the Undersigned on or  
before the 10th inst. or they will not  
be recognized.

All broken, chafed, and damaged  
Goods are to be left in the Godowns,  
where they will be examined on the  
8th inst. at 10 a.m. by our surveyors,  
Messrs. Goddard & Douglas.

No Fire Insurance has been effect-  
ed. Bill of Lading will be countersigned  
by

DODWELL & CO., LTD.

Hong Kong, 3rd July, 1931.

### CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS,  
LIMITED.

From MIDDLESBRO', ANTWERP  
LONDON AND STRAITS.

The Steamship, "BENALDER"

Consignees of cargo are hereby in-  
formed that all goods are being land-  
ed at their risk into the hazardous  
and/or extra hazardous Godowns of  
The Hong Kong & Kowloon Wharf and  
Godown Co., Ltd., whence and/or from  
the wharves delivery may be obtained.  
No claims will be admitted after the  
Goods have left the Godowns, and all  
Goods remaining undelivered after the  
15th July, 1931, will be subject to  
rent.

All claims against the steamer must  
be presented to the Undersigned on or  
before the 29th July, 1931, or they  
will not be recognized.

All broken, chafed, and damaged  
Goods are to be left in the Godowns,  
where they will be examined on the  
14th July, 1931, at 10 a.m. by Messrs.  
Goddard & Douglas.

No Fire Insurance has been effect-  
ed. Bills of Lading will be countersigned  
by

GIBB, LIVINGSTON & CO., LTD.

Hong Kong, 8th July, 1931.







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# China Mail

Thursday, July 9, 1931.  
Fifth Moon, 24th Day.

ESTABLISHED  
1845

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HONG KONG, THURSDAY, JULY 9, 1931.

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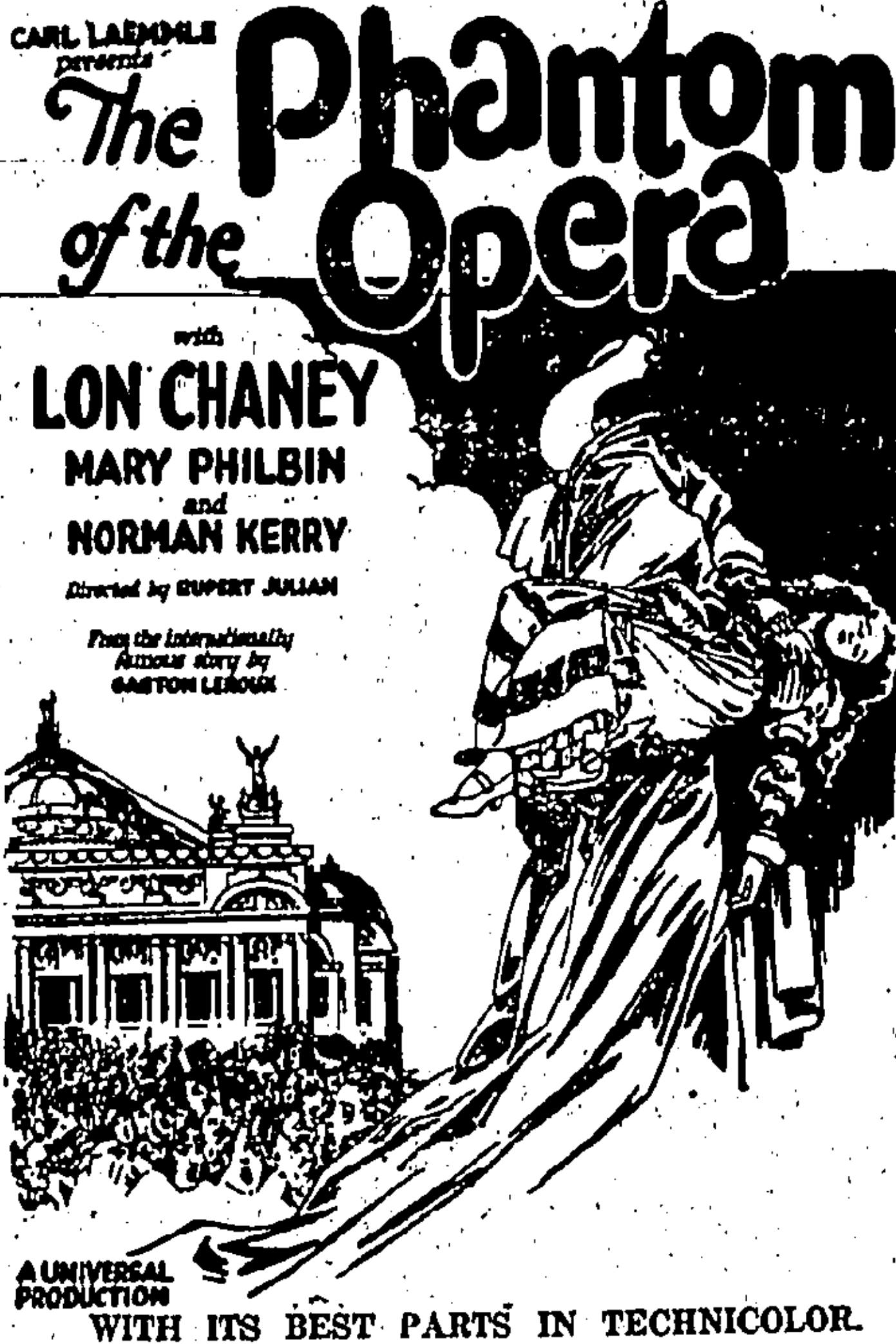
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LON CHANEY'S  
LAST BUT EVER-LIVING THRILLER  
(A TALKING PICTURE).



COMMENCING TO-MORROW

A Gorgeous Production With 7 Songs.



## MR. CHURCHILL ON INDIA.

Plea for Independent Judgment.  
SOCIALIST DANGER.

Mr. Churchill was entertained at dinner by the 1900 Club at the May Fair Hotel recently. Col. Gretton, M.P., was in the chair. Lord Darling proposed the health of Mr. Churchill. Mr. Churchill, in reply, spoke of the danger of being involved too closely in the Socialist policy in India. He said he did not make any accusation against the Socialist Party of bad faith in their relations with the Conservative Party, but he did say that it was much better that the two parties should not have any relations at all. (Cheers). It was the duty of the Conservative Party to put some resisting force into the discussion of the Indian Problem. The Conservative would do much better if they kept to themselves and developed their own point of view. That did not mean that they should cut themselves from any happy solution or peaceful agreement which might be achieved by consultation with all the parties and elements involved in the Indian question. But, in his belief, the Conservatives would play their part much better if they were independent in their judgment and not drawn, enticed, step by step, into positions which it was impossible for this country to make good. (Cheers).

**Dominion Status.**  
Let them consider one or two mistakes into which they had been drawn, not by their own error but by the fact that they had been going along the same way in much too generous confidence. First there was the declaration in favour of Dominion status in India. Every one who had studied the problem knew that that was quite impossible in any times that they would see. Then, having been drawn into the conclusions of the Round-Table Conference, which were far in advance of anything contemplated by the Simon Commission, they were drawn into a position far in advance of those conclusions. Then there was the Gandhi-Irwin movement, which he had no hesitation in characterising as a great disaster—humiliation and negation to this country. If all those steps had been taken by a responsible Socialist administration and Conservatives had entered their comments he was of opinion that they would have retained a greater vitality and force for the discussions at a later stage. What had this three-party co-operation produced? Mr. Gandhi was now being elevated to a position of almost being chief plenipotentiary to deal with Great Britain. What a monstrous disaster. (Cheers). Where were we going? We were approaching a position where there would be a violent collision. When the breakdown and deadlock occurred, as it must and would occur, we should have to fall back on that policy of simple, manful, courageous discharge of our duty in India—a duty which all along had been staring us in the face.

**Disasters in the East.**  
Let them look at the disasters which the Socialists had brought in their short tenure upon our external affairs—in India and Egypt bloodshed and horrible deeds done, decline of British authority, the withdrawal of our influence, the debasement of our prestige, the recall of Gov-

## PLANE CAPTURED.

Fate of Two Aviators Unknown.  
MONGOLIAN OUTRAGE.

Shanghai, Yesterday.  
A Junkers aeroplane of the Eurasia Aviation Corporation is reported to have been captured by members of the Mongolian tribe. The fate of the two aviators is unknown. It is believed that they were forced down in bad weather somewhere in outer Mongolia on the 2nd inst. while en route to Manchouli from Peking. Search planes located the missing machine, which was surrounded by Mongolian troops who fired on the searching planes. The captured plane was carrying mails.—Reuter.

ernors who discharged their duty with sagacity. That had been followed in Egypt by disturbances in the streets and hundreds of people killed and wounded; and in India had led to that detestable catastrophe, the second massacre of Cawnpore. All those disasters arose from one cause alone—namely, lack of confidence on the part of British statesmen and administrators in their mission and in their power to dis-

## SHOWERY.

To-day's weather report from the Royal Observatory states: The Northern depression is central to the N.E. of Korea.

The depression N.W. of Hanoi is stationary.

Local forecast:—Variable winds; moderate to showery.

**Rainfall.**  
Rainfall for 24 hours ended at 10 a.m. to-day, 0.77 inch. Total since January 1—38.70 inches against an average of 42.51 inches—deficit 4.34 inches.

**Temperature.**  
The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	80
Macao	79
Pratas Island	83
Manila	77
Foochow	82
Chefoo	67
Shanghai	79

charge that mission. We had acquired in by-gone generations enormous authority over the East. That authority had been securely founded because it had been exercised in the interests of the population there, because it had given for the first time fair play and a fair share to the great trampled-down masses of the East. So long as we had courage to discharge that duty we could rule and reign and influence affairs in those regions, but once we lost our confidence that we had that right and duty—as well as the power—then nothing but shame and misery could come to us. (Cheers). Let the Conservative Party recover its full independence with regard to any policy pursued by the Socialist Party, either in India or Egypt. Let them look forward with a resolve to assist in any way in any worthy and harmonious solution of their difficulties, but let them do it as free men. Do not let them on any account be paralysed from stating their case.

The Duke of Marlborough proposed the toast "The 1900 Club," and Lord Lloyd replied.

## BARRISTER DEFIES A JUDGE.

Refusal to Keep Quiet During Summing Up.  
PAPERS IMPOUNDED.

A London barrister, Mr. Charles Lawrence Hales, of Temple Gardens, The Temple, defied Judge Higgins at Brentford County Court in a case in which he was co-defendant with his brother, Ernest William Hales. The case was a summons for possession of a house at Acton and for £172, rent arrears. Mr. Charles Hales put up the defence that he was tenant of the house, but acted as agent for his brother. Before he gave evidence Judge Higgins said: "I want to warn you that if I find against you on these facts I shall impound the papers and either send them before your Benchers or to the Public Prosecutor."

## A Denial.

Replying to the judge, Mr. Hales said he had never stated in writing that he regarded himself as agent for his brother and not as tenant of the house.

"The defendant is a member of the honourable profession of the Bar, and has been practising over many years," said Judge Higgins summing up. "I have no hesitation in saying that his defence is utterly dishonest and perfectly disgraceful. He knows the consequences of giving untrue evidence."

Mr. Hales interjected remarks while the judge was summing up, and in spite of the judge's orders he refused to keep quiet.

## Ejection Threats.

Finally the Judge said: "Will you stand down, or shall I have to put you out of court?" Hales then sat in the body of the court.

"When the defendant swore in the box that he was agent for his brother he was not telling the truth," continued the Judge.

He gave judgment against Hales for the amount claimed, with costs, and ordered the documents to be impounded.

Mr. Hales then came forward again and protested against the Judge's observations. He said: "If you make observations against my honour I shall continue to make observations in defence of it."

Finding that he could not silence Mr. Hales, the Judge ordered the bailiff to be brought into court to remove him, but this was not necessary, as Mr. Hales sat down again.

## \$5,000 PRIZE.

American Airmen to Make a Bid.  
FLIGHT TO TOKYO.

Seattle, Yesterday.  
The American airmen, Mr. Reginald Robbins and Mr. H. S. Jones, have left on a non-stop refuelling flight to Tokyo via Alaska and Northern Siberia, whither refuelling planes had been sent ahead.

The venture is an attempt to win the \$5,000 prize offered by the newspaper Asahi.—Reuter's American Service.

W. Robb of Grandview, is the owner of white leghorns which continued to lead the Manitoba egg laying contest at the Brandon experimental farm at the end of the 26th week. This pen had a total production of 1150.7 points and 1097 eggs. This pen also led for weekly production with 97.5 points and 61 eggs.

## AMUSEMENTS

AT THE  
**QUEEN'S**  
TO-DAY TO SATURDAY  
At 2.30, 5.10, 7.15 & 9.20.



SHE WANTED JUSTICE

and the rights due her under the law despite the foul tongue of scandal and the finger of scorn.

SORROWS of Love tore at her heart but couldn't daunt her spirit.



featuring  
Constance Bennett  
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THE LATEST  
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## NEXT CHANGE



"YOU DO AS I TELL YOU!"

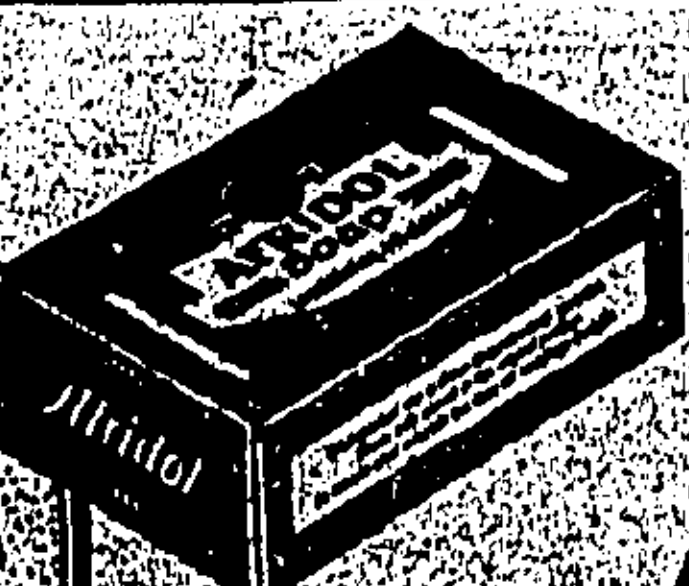
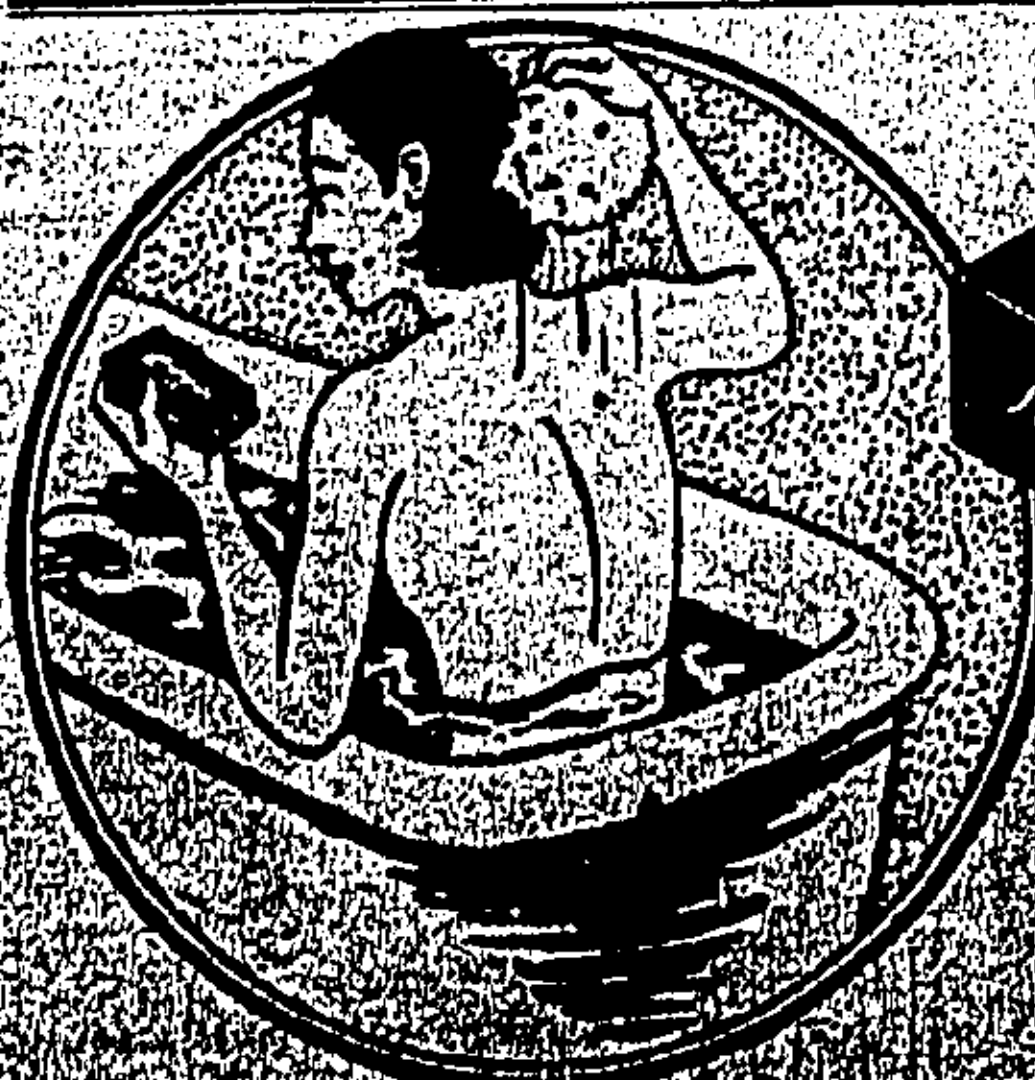
The gorgeous necklace, he had given her dragged them both down into the shadows of a racketeering world!

Gentleman, gunman—what a romantic role for John Gilbert! And what a cast of stars!



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LOUIS WOLHEIM  
LEILA HYAMS  
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More Colorful than Ever ALL TALKING PICTURES



**Afridol Soap**  
Prevents and cures SKIN DISEASES  
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